



कार्यकारी
समय सारणी

WORKING TIME TABLE

सिर्फ कार्यालय प्रयोग हेतु
For Official Use Only
सं./No. 100

पूर्व रेलवे
Eastern Railway

आसनसोल
Asansol

1 जनवरी, 2026 से | From 1st January, 2026



सौमित्र विश्वास

प्रधान मुख्य परिचालन प्रबंधक

Saumitra Biswas

Principal Chief Operations Manager

रौशन कुमार

मुख्य यात्री परिवहन प्रबंधक

Raushan Kumar

Chief Passenger Transportation Manager

List of Notice Stations

List of Notice and Intermediate Originating stations for the purpose of Serving Caution of Orders—

Division	Notice stations	Intermediate originating Stations
Asansol Division	1. Asansol Jn 2. Madhupur Jn.	1. Panagarh 2. Durgapur 3. Waria 4. Andal Jn. 5. Ukhra 6. Pandabeswar 7. DSEY 8. Siuri 9. Tapasi 10. Sonachara 11. DCOP 12. Hirapur 13. Giridih 14. Raniganj 15. Barachak 16. Sitarampur Jn. 17. Dumka 18. Barakar 19. Mugma 20. Salanpur 21. Jasidih Jn. 22. Jamtara 23. Thaparnagar 24. Chinpai 25. Kajoragram 26. Deoghar

N.B. : Driver & Train Manager must ensure acceptance of caution order before departure of the train from the Notice Station.

मिलिन्द देऊस्कर

महाप्रबंधक

Milind Deouskar
GENERAL MANAGER



सत्यमेव जयते

पूर्व रेलवे
महाप्रबंधक कार्यालय
17, नेताजी सुभाष रोड
कोलकाता-700001
EASTERN RAILWAY
Office of the General Manager
17, Netaji Subhash Road
Kolkata- 700 001

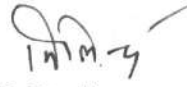
दिनांक - 08.12.2025

संदेश

आप सभी रेलकर्मियों को पूर्व रेलवे के कार्यकारी समय-सारणी के इस नए-संस्करण के प्रकाशन पर हार्दिक बधाई। 01 जनवरी, 2026 से प्रभावी नए कार्यकारी समय-सारणी का उद्देश्य रेल कर्मचारियों को गाड़ियों के समयपालन एवं संचालन में सहायता प्रदान करना है। मुझे आशा है कि यह संशोधित कार्यकारी समय-सारणी पुस्तिका गाड़ियों के संचालन एवं समयपालन में अत्यधिक सहायक, तथा सभी रेलकर्मियों को दक्षता से कार्य निष्पादन में सहयोगी सिद्ध होगी। इसमें दिये गये नियमों के अनुपालन से गतिशीलता तथा रेल यात्रियों की सन्तुष्टि में अपेक्षित वृद्धि होगी।

मैं परिचालन विभाग सहित, रेल संचालन से जुड़े अन्य विभागों को इस प्रयास के लिए बधाई देता हूँ और उम्मीद करता हूँ कि सभी रेलकर्मों यथासमय इसके सदुपयोग से लाभान्वित होंगे।

आप सभी के उज्ज्वल भविष्य और सफल कार्य निष्पादन के लिए मेरी शुभकामनाएँ!


(मिलिन्द देऊस्कर)
महाप्रबंधक

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सौमित्र बिश्वास
Saumitra Biswas
IRTS



सत्यमेव जयते

प्रधान मुख्य परिचालन प्रबंधक

पूर्व रेलवे, कोलकाता
17, नेताजी सुभाष रोड
कोलकाता - 700001

PRINCIPAL CHIEF OPERATIONS MANAGER
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दो शब्द

प्रिय साथियों,

पिछले वर्षों की भाँति, इस वर्ष भी पूर्व रेलवे के चारों मण्डलों की कार्यकारी समय-सारणी 2026 के अवलोकन के अवसर पर आप सभी को हार्दिक बधाई।

पूर्व रेलवे ने वित्तीय वर्ष 2024-25 में 100 मिलियन टन लोडिंग लक्ष्य सफलता पूर्वक प्राप्त किया है। पिछले वित्तीय वर्ष में, 100.87 मिलियन टन की लोडिंग तथा 111.56 मिलियन टन का अनलोडिंग दर्ज की गई।

यात्री सुविधाओं में निरंतर वृद्धि करते हुए कुल 16 नई मेल एक्सप्रेस एवं 14 पैसेन्जर गाड़ियों का शुभारम्भ किया गया, जिसमें 06 वंदे भारत की सेवायें भी सम्मिलित हैं।

इसके अतिरिक्त, कुल 08 गाड़ियों को एल.एच.बी कोचों में रुपान्तरित किया गया, 4606 अतिरिक्त कोचों, 5333 विशेष गाड़ियों का संचालन तथा 20 गाड़ियों विभिन्न स्टेशनों पर अतिरिक्त ठहराव प्रदान किया गया।

वर्तमान वर्ष (अप्रैल-नवम्बर, 2025 तक) में अबतक 62.37 मिलियन टन लोडिंग तथा 71.9 मिलियन टन अनलोडिंग की जा चुकी हैं। इस दौरान 09 गाड़ियों को एल.एच.बी रुपान्तरित, 1417 अतिरिक्त कोच, 4260 विशेष ट्रेनों का संचालन तथा 52 गाड़ियों को अतिरिक्त ठहराव प्रदान किया गया। 43 उपनगरीय सेवायें सहित 63 नई यात्री सेवायें का शुभारम्भ किया जा चुका है, जिसमें 10 वातानुकूलित ई.एम.यू की सेवायें, 02 अमृत भारत एवं 02 राजधानी एक्स. सम्मिलित हैं।

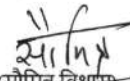
इस वर्ष हमारी समस्त यात्री गाड़ियों का समयपालन 84.9 प्रतिशत रहा जो कि पिछले वर्ष की तुलना में 0.4 प्रतिशत अधिक है।

सुरक्षा, संरक्षा तथा समयपालन परिचालन का आधारशिला है, अतः इसको सुनिश्चित करना हम सभी की सर्वोच्च प्राथमिकता होनी चाहिए। इसके लिए संचालन संबंधी नियमों एवं निर्देशों की समुचित जानकारी रखते हुए उनका पूर्ण निष्ठा से पालन किया जाना आवश्यक है।

अतः मुझे पूर्ण विश्वास है कि हम कड़ी मेहनत, स्व-अनुशासन, आपसी सहयोग एवं दृढ़ निश्चय से रेलवे तंत्र को सुदृढ़ एवं जनोपयोगी बना सकते हैं।

अंत में, आप सभी से अनुरोध है कि समय-सारणी में किसी भी त्रुटि या भूल मिलने पर अतिशीघ्र सूचित करें एवं इस कार्यकारी समय-सारणी का पूर्णतः पालन करें।

शुभकामनाओं सहित।


(सौमित्र बिश्वास)
प्रधान मुख्य परिचालन प्रबंधक
पूर्व रेलवे, कोलकाता।

Golden Hour

If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduces drastically, even with the best of Medical attention thereafter. This one hour period is generally known as "The Golden Hour".

During this Golden Hour period every effort should be made to :

1. Render definite medical care to the extent possible preferably by qualified medical practitioners.
2. Stop bleeding and restore Blood Pressure.
3. Persons under shock should be relieved of shock immediately.
4. Take injured person to the nearest hospital so as to reach within this Golden Hour period.

For being effective, any Disaster Management system should aim at recovering as many critical patients as possible and rushing them to hospital within this period.

EASTERN RAILWAY

WORKING TIME TABLE

ASANSOL DIVISION

NO. 100

in force from 1st January 2026

All previous issues cancelled

**For the guidance of Railway Officials only
All Railway employees are requested to point out any error
and omission that come to their notice.**

**Principal Chief Operations Manager's Office
Kolkata**

Dated the 18th December, 2025

By Order

Principal Chief Operations Manager

ASANSOL DIVISION

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A

PROVISION OF CORRIDOR BLOCK FORTRACK AND OTHER MAINTENANCE WORK OF ASN DIVISION					
Sl. No.	Section	Line	Period	Duration	Remarks
1	KAN-PAN	UP	02.00-06.00	4 h 00 m	Any one UP - I or UP – II
		DN	13.50-17.50	4 h 00 m	Any one DN - I or DN - II
2	PAN-UDL	UP	02.35-06.35	4 h 00 m	Any one UP - I or UP - II
		DN	13.25-17.25	4 h 00 m	Any one DN - I or DN - II
3.	UDL-ASN	UP	03.05-07.05	4 h 00 m	Any one UP - I or UP - II
		DN	13.10-17.10	4 h 00 m	Any one DN - I or DN - II
4	ASN-STN	UP	03.15-07.15	4 h 00 m	Any one UP -I or UP - II
		DN	13.00-17.00	4 h 00 m	Any one DN - I or DN - II
5	STN-PKA	UP	i) 04.25-06.55	2 h 30 m	On the Block day 63541 will be started late by an hour and corresponding trains will also run late.
			ii) 11.10-14.10	3 h 00 m	Nil
		DN	i) 12.40-16.40	4 h 00 m	Except Sunday & Thursday.
6	STNL/c-ULTL/c	SL	09.30 - 13.30	04.00 HRS	Nil
7.	STN-CRJ	UP	05.00-08.00 (Except Sat)	3 h 00 m	63561 & 13319 will be controlled suitably.
		DN	16.00 - 19.00 (Except Sat)	3 h 00 m	Nil
8	CRJ - MDP	UP	05.20 - 08.20 (Except Sat)	3 h 00 m	63561 will be controlled suitably
		DN	15.10 - 18.10 (Except Sat)	3 h 00 m	Nil
9	MDP-JSME	UP	06.15 - 09.15 (Except Sat)	3 h 00 m	Nil
		DN	14.35 - 17.35 (Except Sat)	3 h 00 m	Nil

B

Sl. No.	Section	Line	Period	Duration	Remarks
10	JSME-JAJ	UP	07.05 - 10.05 (Except Sat)	3 h 00 m	NIL
		DN	i) 05.50 - 08.20 (Except Sat)	i) 2 h 30 m	63572 will be rescheduled by 50 mts.
			ii) 13.30 - 16.00 (Except Sat)	ii) 2 h 30 m	On the block day,existing trains 13208 will be controlled for 10 mnts. For 3hrs block (12.50-15.50), 63509/63510 will S/T & S/O) at JSME & 13208/13207 will S/T & S/O at JAJ.
11	UDL-PAW	Twin Single Line	21.00-01.00	4 h 00 m	Any one of East or West line.
12	PAW-SURI	UP	21.40-01.40	4 h 00 m	On Sun 21.50-01.50, on Wed 21.40-01.25
		DN	20.30-00.30	4 h 00 m	Nil
13	SURI-SNT	UP	22.30-02.30	4 h 00 m	Nil
		DN	20.10-00.10	4 h 00 m	Nil
14	JSME-DUMK	S/Line	23.50-03.20	3 h 30 m	Block margin will be reduced between DGHR-MHUR
15	DGHR-BANKA	S/Line	22.00-02.00	4 h 00 m	Nil
16	MDP - GRD	S/Line	23.10 - 03.10	4 h 00 m	Nil
17	JSME-BDME	S/Line	23.50-03.20	3h.30 m	Nil
18	UDL-STN via BBI	S/Line & Twin S/Line	00.00-04.00	04.00 hrs	NIL
19	MHUR-HSDA	S/ILine	15.10-19.10	04.00 hrs	NIL

- NOTE:**
- i) On the block day, at any of the above sections, if require, cancellation /rescheduling /diversion of trains due to block, as mentioned in respective remarks columns should be notified well in advance by the Divisions positively through newspapers, electronic media for convenience of passengers.
 - ii) Block will be provided on one block section.
 - iii) Duration of the blocks has been indicated on the basis of gaps between coaching trains. This will be subject to minor adjustment by the DOM of respective control to avoid unnecessary detention during the blocks.
 - iv) All concerned must ensure that this block will not burst to avoid any adverse effect on the running of trains.
 - v) The concerned departments will approach section controller for confirmation before availing any block.

C

Section	UP/ DN	MEGA BLOCK			Remarks & Repercussion
		Days	Period	Duration	
ASN : SECTION: 1) KAN-ASN-STN					
KAN – PAN	UP	SUN	02.00 – 07.00	5 Hrs.	Any one Up-I or Up-II
		Tue, Thu & Sat	02.10 – 04.10	2 Hrs.	Any one Up-I or Up-II
	DN	SUN	15.15 – 20.15	5 Hrs.	Any one Dn-I or Dn-II
		Tue, Thu & Sat	16.15 – 18.15	2 Hrs.	Any one Dn-I or Dn-II
PAN – UDL	UP	SUN	02.30 – 07.30	5 Hrs.	Any one Up-I or Up-II
		Tue, Thu & Sat	03.00 – 05.00	2 Hrs.	Any one Up-I or Up-II
	DN	SUN	14.30 – 19.30	5 Hrs.	Any one Dn-I or Dn-II
		Tue, Thu & Sat	15.00 – 17.00	2 Hrs.	Any one Dn-I or Dn-II
UDL-ASN	UP	SUN	03.00 – 08.00	5 Hrs.	Any one Up-I or Up-II
		Tue, Thu & Sat	03.30 – 05.30	2 Hrs.	Any one Up-I or Up-II
	DN	SUN	14.00 – 19.00	5 Hrs.	Any one Dn-I or Dn-II
		Tue, Thu & Sat	14.00 – 16.00	2 Hrs.	Any one Dn-I or Dn-II
ASN – STN	UP	SUN	03.15 – 08.15	5 Hrs.	Any one Up-I or Up-II
		Tue, Thu & Sat	03.45 – 05.45	2 Hrs.	Any one Up-I or Up-II
	DN	SUN	12.30 – 17.30	5 Hrs.	Any one Dn-I or Dn-II
		Tue, Thu & Sat	12.30 – 14.30	2 Hrs.	Any one Dn-I or Dn-II
SECTION : 2) STN-PKA					
STN - PKA	UP	SUN	11.05 - 16.05	5 Hrs.	13545 ASN-GAYA MEMU EXP. will be postponed by 2 hrs. 15 mins. from ASN i.e. at 16.20 hrs instead of 14.00 hrs. 13332(PNBE-DHN), 13151(KOAA-JAT & 17006 (RXL-HYB) will be controlled accordingly.
		Tue, Thu & Sat	12.00 – 14.00	2 Hrs.	NIL
	DN	SUN	11.35 - 16.35	5 Hrs.	12354 LKU-HWH either to be controlled for 2 hr. at DHN or to be diverted via PNBE-JAJ.
		Tue, Thu & Sat	13.45-15.45	2 Hrs.	NIL

NOTE:

- i) On the block day, at any of the above sections, if require, cancellation /rescheduling /diversion of trains due to block, as mentioned in respective remarks columns should be notified well in advance by the Divisions positively through newspapers, electronic media for convenience of passengers.
- ii) Block will be provided on one block section.
- iii) Duration of the blocks has been indicated on the basis of gaps between coaching trains. This will be subject to minor adjustment by the DOM of respective control to avoid unnecessary detention during the blocks.
- iv) All concerned must ensure that this block will not burst to avoid any adverse effect on the running of trains.
- v) The concerned departments will approach section controller for confirmation before availing any block.

D

**LIST OF TRAINS OVER ASANSOL DIVISION FOR WTT WEF 01.01.2026
MAIL/EXPRESS**

Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Owning Rly
1	11427	Pune-Jasidih Wkly Exp	Fri	CR
2	11428	Jasidih-Pune Wkly Exp	Sun	CR
3	11447	Jabalpur-Howrah Shaktipunj Exp	Daily	WCR
4	11448	Howrah-Jabalpur Shakripunj Exp	Daily	WCR
5	12019	Howrah-Ranchi Shatabdi Exp	Ex Su	ER
6	12020	Ranchi-Howrah Shatabdi Exp	Ex Su	ER
7	12023	Howrah-Patna Janashatabdi Exp	Ex Su	ECR
8	12024	Patna-Howrah Janashatabdi Exp	Ex Su	ECR
9	12175	Howrah-Gwalior Chambal Exp	W,Su	NCR
10	12176	Gwalior-Howrah Chambal Exp	Tu,Sa	NCR
11	12177	Howrah-Mathura Jn Chambal Exp	F	NCR
12	12178	Mathura Jn-Howrah Chambal Exp	M	NCR
13	12235	Madhupur-Anand Vihar Humsafar Exp	F	NR
14	12236	Anand Vihar-Madhupur Humsafar Exp	Th	NR
15	12253	Yasvantpur-Bhagalpur Anga Exp	Sa	SWR
16	12254	Bhagalpur-Yasvantpur Anga Exp	W	SWR
17	12259	Sealdah-Bikaner Duronto Exp	M,W,Th,Su	ER
18	12260	Bikaner-Sealdah Duronto Exp	M,Tu,Th,F	ER
19	12273	Howrah-New Delhi Duronto Exp	M,F	ER
20	12274	New Delhi-Howrah Duronto Exp	Tu,Sa	ER
21	12301	Kolkata-New Delhi Rajdhani Exp	Ex Su	ER
22	12302	New Delhi-Kolkata Rajdhani Exp	Ex F	ER
23	12303	Howrah-New Delhi Poorva Exp	M,Tu,F,Sa	ER
24	12304	New Delhi-Howrah Poorva Exp	W,Th,Sa,Su	ER
25	12305	Howrah-New Delhi Rajdhani Exp	Su	ER
26	12306	New Delhi-Howrah Rajdhani Exp	F	ER
27	12307	Howrah-Jodhpur Express	Tu,W,Sa,Su	ER
28	12308	Jodhpur-Howrah Express	M,Tu,Th,F	ER
29	12311	Howrah-Kalka Netaji Express	Daily	ER
30	12312	Kalka-Howrah Netaji Express	Daily	ER
31	12313	Sealdah-New Delhi Rajdhani Exp	Daily	ER
32	12314	New Delhi-Sealdah Rajdhani Exp	Daily	ER
33	12315	Kolkata-Udaipur Ananya Exp	Th	ER
34	12316	Udaipur-Kolkata Ananya Exp	M	ER
35	12317	Kolkata-Amritsar Akal Takht Exp	W,Su	ER
36	12318	Amritsar- Kolkata Akal Takht Exp	Tu,F	ER
37	12319	Kolkata-Gwalior Weekly Exp	W	ER
38	12320	Gwalior-Kolkata Weekly Exp	Th	ER
39	12321	Howrah-CSMT Mumbai Mail	Daily	ER
40	12322	CSMT-Howrah Mumbai Mail	Daily	ER
41	12323	Howrah-Barmer Bi-Weekly Exp	Tu,F	ER
42	12324	Barmer-Howrah Bi-Weekly Exp	W,SA	ER
43	12325	Kolkata-Nangaldam Weekly Exp	Th	ER
44	12326	Nangaldam-Kolkata Weekly Exp	Sa	ER
45	12327	Howrah-Dehradun Upasana Exp	Tu,F	ER
46	12328	Dehradun-Howrah Upasana Exp	W,Sa	ER
47	12329	Sealdah-Anand Vihar Sampark Kranti Exp	Tu	ER
48	12330	Anand Vihar-Sealdah Sampark Kranti Exp	W	ER
49	12331	Howrah-Jammu Tawi Himgiri Exp	Tu,F,Sa	ER
50	12332	Jammu Tawi-Howrah Himgiri Exp	M,Th,Su	ER

E

Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Owning Rly
51	12333	Howrah-Prayagraj Rambag Vibhuti Exp	Daily	ER
52	12334	Prayagraj Rambag-Howrah Vibhuti Exp	Daily	ER
53	12339	Howrah-Dhanbad Coalfield Exp	Daily	ER
54	12340	Dhanbad-Howrah Coalfield Exp	Daily	ER
55	12341	Howrah-Asansol Agniveena Exp	Daily	ER
56	12342	Asansol-Howrah Agniveena Exp	Daily	ER
57	12351	Howrah-Rajendranagar Exp	Daily	ECR
58	12352	Rajendranagar-Howrah Exp	Daily	ECR
59	12353	Howrah-Lalkuan Exp	F	ER
60	12354	Lalkuan-Howrah Exp	Sa	ER
61	12357	Kolkata-Amritsar Durgiana Exp	Tu,Sa	ER
62	12358	Amritsar-Kolkata Durgiana Exp	M,Th	ER
63	12361	Asansol-CSMT Exp	Su	ER
64	12362	CSMT-Asansol Exp	W	ER
65	12369	Howrah-Haridwar Kumbha Exp	M,W,Th,Sa,Su	ER
66	12370	Haridwar-Howrah Kumbha Exp	M,Tu,Th,F,Su	ER
67	12371	Howrah-Bikaner Superfast Exp	M	ER
68	12372	Bikaner-Howrah Superfast Exp	Th	ER
69	12375	Tambram-Jasidih Exp	Sa	ER
70	12376	Jasidih-Tambram Exp	W	ER
71	12379	Sealdah-Amritsar Jalianwalabagh Exp	F	ER
72	12380	Amritsar-Sealdah Jalianwalabagh Exp	Su	ER
73	12381	Howrah-New Delhi Poorva Exp	W,Th,Su	ER
74	12382	New Delhi-Howrah Poorva Exp	M,Tu,F	ER
75	12383	Sealdah-Asansol Intercity Exp	Ex Su	ER
76	12384	Asansol-Sealdah Intercity Exp	Ex Su	ER
77	12495	Bikaner-Kolkata Pratap Exp	Th	NWR
78	12496	Kolkata-Bikaner Pratap Exp	F	NWR
79	12551	Yasvantpur-Kamakhya AC Exp	Sa	NFR
80	12552	Kamakhya-Yasvantpur AC Exp	W	NFR
81	12937	Gandhidham-Howrah Garbha Exp	Sa	WR
82	12938	Howrah-Gandhidham Garbha Exp	M	WR
83	12941	BVC-Asansol Parasnath Exp	Tu	WR
84	12942	Asansol-BVC Parasnath Exp	Th	WR
85	12987	Sealdah-Ajmer Superfast Exp	Daily	NWR
86	12988	Ajmer-Sealdah Superfast Exp	Daily	NWR
87	13005	Howrah-Amritsar Mail	Daily	ER
88	13006	Amritsar-Howrah Mail	Daily	ER
89	13009	Howrah-Dehradoon Doon Exp	Daily	ER
90	13010	Dehradoon-Howrah Doon Exp	Daily	ER
91	13019	Howrah-Kathgodam Bagh Exp	Daily	ER
92	13020	Kathgodam-Howrah Bagh Exp	Daily	ER
93	13021	Howrah-Raxaul Mithila Exp	Daily	ER
94	13022	Raxaul-Howrah Mithila Exp	Daily	ER
95	13025	Howrah-Bhopal Exp	M	ER
96	13026	Bhopal-Howrah Exp	W	ER
97	13029	Howrah-Mokama Exp.	Daily	ER
98	13030	Mokama-Howrah Exp.	Daily	ER
99	13043	Howrah-Raxaul Exp	W,F	ER
100	13044	Raxaul-Howrah Exp	Th,Sa	ER
101	13045	Howrah-Deoghar Mayurakshi Exp.	Daily	ER
102	13046	Deoghar-Howrah Mayurakshi Exp.	Daily	ER
103	13105	Sealdah-Balia Exp	Daily	ER
104	13106	Balia-Sealdah Exp	Daily	ER

F

Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Owning Rly
105	13121	Kolkata-Gazipur City Exp	Su	ER
106	13122	Gazipur-Kolkata City Exp	M	ER
107	13127	Kolkata - Ara Garibrath Exp	Tu, Th, Sa	ER
108	13128	Ara - Kolkata Garibrath Exp	W, F, Su	ER
109	13135	Kolkata-Jaynagar Exp	Sa	ER
110	13136	Jaynagar-Kolkata Exp	Su	ER
111	13137	Kolkata-Azamgarh Weekly Exp	M	ER
112	13138	Azamgarh-Kolkata Weekly Exp	Tu	ER
113	13151	Kolkata-Jammu Tawai Exp	Daily	ER
114	13152	Jammu Tawai-Kolkata Exp	Daily	ER
115	13155	Kolkata-Sitamarhi Mithilanchal Exp	Th,Su	ER
116	13156	Sitamarhi-Kolkata Mithilanchal Exp	M,F	ER
117	13157	Kolkata-Muzaffarpur Trihut Exp	Tu	ER
118	13158	Muzaffarpur-Kolkata Trihut Exp	W	ER
119	13165	Kolkata-Sitamarhi Weekly Exp	Sa	ER
120	13166	Sitamarhi-Kolkata Weekly Exp	Su	ER
121	13167	Kolkata-Agra Cantt. Weekly Exp	Th	ER
122	13168	Agra Cantt.-Kolkata Weekly Exp	Sa	ER
123	13179	Sealdah-Suri MEMU Exp	Daily	ER
124	13180	Siuri-Sealdah MEMU Exp	Daily	ER
125	13185	Sealdah-Jaynagar Gangasagar Exp	Daily	ER
126	13186	Jaynagar-Sealdah Gangasagar Exp	Daily	ER
127	13207	Jasidih-Patna MEMU Exp	Daily	ECR
128	13208	Patna - Jasidih MEMU Exp.	Daily	ECR
129	13287	Durg - Ara South Bihar Exp	Daily	ECR
130	13288	Ara - Durg South Bihar Exp	Daily	ECR
131	13319	Dumka-Ranchi Exp	Daily	ECR
132	13320	Ranchi-Dumka Exp.	Daily	ECR
133	13331	Dhanbad-Patna Intercity Exp	Ex Su	ECR
134	13332	Patna-Dhanbad Intercity Exp	Ex Su	ECR
135	13403	Ranchi-Bhagalpur Vananchal Exp	Daily	ER
136	13404	Bhagalpur-Ranchi Vananchal Exp	Daily	ER
137	13417	Digha-Malda Town Weekly Exp	Th	ER
138	13418	Malda Town-Digha Weekly Exp	Th	ER
139	13425	Malda Town-Surat Weekly Exp	Sa	ER
140	13426	Surat-Malda Town Weekly Exp.	M	ER
141	13503	Bardhaman - Hatia MEMU Exp.	Daily	ER
142	13504	Hatia - Bardhaman MEMU Exp.	Daily	ER
143	13505	Digha-Asansol Exp	Su	ER
144	13506	Asansol-Digha Exp	Su	ER
145	13507	Asansol-Gorakhpur Weekly Exp	F	ER
146	13508	Gorakhpur-Asansol Weekly Exp	Sa	ER
147	13509	Asansol-Gonda Weekly Exp	Tu	ER
148	13510	Gonda-Asansol Weekly Exp	W	ER
149	13511	Tata-Asansol Tri Weekly Exp	Tu,F,Su	ER
150	13512	Asansol-Tata Tri Weekly Exp	Tu,F,Su	ER
151	13513	Asansol-Hatia Exp.	M, W, Th, Sa, Su	ER
152	13514	Hatia-Asansol Exp.	M, W, Th, Sa, Su	ER
153	13545	Asansol- Gaya MEMU Exp	Daily	ER
154	13546	Gaya- Asansol MEMU Exp.	Daily	ER
155	13553	Asansol - Varanasi MEMU Exp	Daily.	ER
156	13554	Varanasi- Asansol MEMU Exp.	Daily	ER
157	14049	Godda-Delhi Exp.	Wed	NR
158	14050	Delhi-Godda Exp.	Mon	NR

G

Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Owning Rly
159	15027	Hatia-Gorakhpur Maurya Exp	Daily	NER
160	15028	Gorakhpur-Hatia Maurya Exp	Daily	NER
161	15047	Kolkata-Gorakhpur Purbanchal Exp	M,Tu,Th,Sa	NER
162	15048	Gorakhpur-Kolkata Purbanchal Exp	M,Tu,F,Su	NER
163	15049	Kolkata-Gorakhpur Purbanchal Exp	W,Su	NER
164	15050	Gorakhpur-Kolkata Purbanchal Exp	W,Sa	NER
165	15051	Kolkata-Gorakhpur Purbanchal Exp	F	NER
166	15052	Gorakhpur-Kolkata Purbanchal Exp	Th	NER
167	15233	Kolkata-Darbhanga Exp	M,Th	ECR
168	15234	Darbhanga-Kolkata Exp	W,Su	ECR
169	15235	Howrah-Darbhanga Exp	Sa	ECR
170	15236	Darbhanga-Howrah Exp	F	ECR
171	15271	Howrah-Muzaffarpur Jansadharan Exp	W	ECR
172	15272	Muzaffarpur-Howrah Jansadharan Exp	Tu	ECR
173	15625	Deoghar-Agartala Exp	M	NFR
174	15626	Agartala-Deoghar Exp	Sa	NFR
175	15629	Tambaram-Shilghat Town Nagaon Exp	M	NFR
176	15630	Shilghat Town- Tambaram Nagaon Exp	F	NFR
177	15639	Puri-Kamakhya Exp	Tu	NFR
178	15640	Kamakhya-Puri Exp	Su	NFR
179	15661	Ranchi-Kamakhya Exp	W	NFR
180	15662	Kamakhya-Ranchi Exp	Tu	NFR
181	15925	Deoghar-Dibrugarh Exp.	Th	NFR
182	15926	Dibrugarh-Deoghar Exp.	Tu	NFR
183	15929	Tambaram-Dibrugarh Exp	Th	NFR
184	15930	Dibrugarh-Tambaram Exp	Su	NFR
185	17005	Hyderabad-Raxaul Exp	Th	SCR
186	17006	Raxaul-Hyderabad Exp	Su	SCR
187	17007	Secunderabad-Darbhanga Exp	Tu,Sa	SCR
188	17008	Darbhanga-Secunderabad Exp	Tu,F	SCR
189	17321	Vasco Da Gama-Jasidih Wkly Exp	Fri	CR
190	17322	Jasidih-Vasco Da Gama Wkly Exp	Mon	CR
191	18027	Kharagpur-Asansol MEMU Exp.	Daily	SER
192	18028	Asansol-Kharagpur MEMU Exp.	Daily	SER
193	18105	Rorkela-Jaynagar Exp.	Tu, Th, Sa	SER
194	18106	Jaynagar-Rourkela Exp.	W, F, SU	SER
195	18119	Tata-Jaynagar Exp.	Fri	SER
196	18120	Jaynagar-Tata Exp.	Sat	SER
197	18181	Tata-Thawe Exp	M, TU, TH, F	SER
198	18182	Thawe-Tata Exp	W, TH, SA, SU	SER
199	18183	Tata-Ara Exp	Daily	SER
200	18184	Ara-Tata Exp	Daily	SER
201	18185	TATA - GODA Exp.	MON	SER
202	18186	GODA - TATA Exp.	TUE	SER
203	18419	Puri-Jaynagar Weekly Exp	Th	ECOR
204	18420	Jaynagar-Puri Weekly Exp	Sa	ECOR
205	18449	Puri-Patna Baidyanathdham Exp	M	ECOR
206	18450	Patna-Puri Baidyanathdham Exp	W	ECOR
207	18603	Ranchi-Godda Exp	Tu,Th,Sa	SER
208	18604	Godda-Ranchi Exp	W,F,Su	SER
209	18619	Ranchi-Godda Intercity Exp	Daily	SER
210	18620	Godda-Ranchi Intercity Exp	Daily	SER
211	18621	Patna-Hatia Pataliputra Exp	Daily	SER
212	18622	Hatia-Patna Pataliputra Exp	Daily	SER

H

Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Owning Rly
213	18629	Ranchi-Gorakhpur Exp.	Fri	SER
214	18630	Gorakhpur-Ranchi Exp	Sat	SER
215	28181	Tata-Katihar Exp	W, Sa, Su	SER
216	28282	Katihar-Tata Exp	M, Tu, F	SER
217	19413	Ahmedabad-Kolkata Exp	W	WR
218	19414	Kolkata-Ahmedabad Exp	Sa	WR
219	19435*	Ahmedabad-Asansol Exp	Thurs	WR
220	19436*	Asansol-Ahmedabad Exp	Sat	WR
221	19603	Daurai - Godda Weekly Exp	Mon	NWR
222	19604	Godda - Daurai Weekly Exp	Tue	NWR
223	19607	Kolkata-Madar Jn Exp	Th	NWR
224	19608	Madar Jn-Kolkata Exp	M	NWR
225	22197	Kolkata-VGLB Exp.	Su	NCR
226	22198	VGLB-Kolkata Exp.	F	NCR
227	20975	Howrah-Agra Cantt. Weekly Exp	Tu	NCR
228	20976	Agra Cantt.-Howrah Weekly Exp	Th	NCR
229	22213	Shalimar-Patna Duronto Exp	M,W,F	SER
230	22214	Patna-Shalimar Duronto Exp	Tu,Th,Sa	SER
231	22303	Howrah-Gaya Vande Bharat Exp.	Expt. Th	ER
232	22304	Gaya-Howrah Vande Bharat Exp.	Expt Th	ER
233	22305	SMVT Bengaluru-JSME Exp.	Mon	ER
234	22306	JSME-SMVT Bengaluru Exp.	Fri	ER
235	22307	Howrah-Bikaner Exp	M,Th,F	ER
236	22308	Bikaner-Howrah Exp	W,Sa,Su	ER
237	22309	Howrah-Bhagalpur Vande Bharat Exp.	Expt. F	ER
238	22310	Bhagalpur-Howrah Vande Bharat Exp	Expt F	ER
239	22317	Sealdah-Jammu Tawai Humsafar Exp	M	ER
240	22318	Jammu Tawai-Sealdah Humsafar Exp	W	ER
241	22321	Howrah-Siuri Hool Exp	Daily	ER
242	22322	Siuri-Howrah Hool Exp	Daily	ER
243	22323	Kolkata-Gazipur City Shabd Bhedi Exp	Th	ER
244	22324	Gazipur-Kolkata City Shabd Bhedi Exp	F	ER
245	22329	Haldia-Asansol Super Fast Exp.	Ex. Su	ER
246	22330	Asansol-Haldia Superfast Exp.	Ex. Su	ER
247	22347	Howrah-PNBE Vande Bharat Exp.	Expt Wed	ECR
248	22348	PNBE-Howrah Vande Bharat Exp.	Expt Wed	ECR
248	22387	Howrah-Dhanbad Blackdiamond Exp	Daily	ECR
250	22388	Dhanbad-Howrah Blackdiamond Exp	Daily	ECR
251	22459	Madhupur-Anand Vihar Humsafar Exp	Tu	NR
252	22460	Anand Vihar-Madhupur Humsafar Exp	M	NR
253	22465	Madhupur-Anand Vihar Baba Baidyanath Dham Superfast Exp	Th	NR
254	22466	Anand Vihar-Madhupur Baba Baidyanath Dham Superfast Exp	W	NR
255	22499	Deoghar-Varanasi Vande Bharat Exp.	Expt. Tu	NR
256	22500	Varanasi-Deoghar Vande Bharat Exp.	Expt. Tu	NR
257	22611	MAS-New Jalpaiguri Exp	W	SR
258	22612	New Jalpaiguri-Madras Exp	F	SR
259	22643	Ernakulam-Patna Exp	M,Tu	SR
260	22644	Patna-Ernakulam Exp	Th,F	SR
261	22843	Bilaspur-Patna Exp	F	SECR
262	22844	Patna-Bilaspur Exp	Sa	SECR
263	22911	Indore-Howrah Shipra Exp	Tu,Th,Sa	WR
264	22912	Howrah-Indore Shipra Exp	M,Th,Sa	WR

* Extension upto VTA will be notified later

I PASSENGER

CONVENTIONAL							
Sl. No.	Original Train No.	Original Train Name	Days of run from originating station	Sl No.	Special Train No.	Special Name	Days of run from originating station
1	53511	Madhupur-Giridih Passenger	Daily	10	53520	Giridih-Madhupur Passenger	Daily
2	53512	Giridih-Madhupur Passenger	Daily	11	53441	Deoghar-Jamalpur Passenger	Ex Su
3	53513	Madhupur-Giridih Passenger	Daily	12	53442	Jamalpur-Deoghar Passenger	Ex Su
4	53514	Giridih-Madhupur Passenger	Daily	13	53444	Deoghar - Godda Passenger	Ex Su
5	53515	Madhupur-Giridih Passenger	Ex Th	14	53443	Godda - Deoghar Passenger	Ex Su
6	53516	Giridih-Madhupur Passenger	Ex Th	15	53365	Maheshmunda - Koderma Passenger	Ex Su
7	53517	Madhupur-Giridih Passenger	Daily	16	53366	Koderma - Maheshmunda Passenger	Ex Su
8	53518	Giridih-Madhupur Passenger	Daily	17	53369	Madhupur - Koderma Passenger	Ex Su
9	53519	Madhupur-Giridih Passenger	Daily	18	53370	Koderma - Madhupur Passenger	Ex Su
MEMU							
Sl. No.	Train No	Train Name	Days of run from originating Station	Sl. No.	Train No	Train Name	Days of run from originating Station
1	63081	Rampurhat-Jasidih MEMU Pgr	Daily	37	63519	Bardhaman-Bokaro Steel City MEMU Pgr	Daily
2	63082	Jasidih-Rampurhat MEMU Pgr	Daily	38	63520	Bokaro Steel City-Bardhaman MEMU Pgr	Daily
3	63141	Sealdah-Godda MEMU Pgr	Daily	39	63521	Bardhaman-Asansol MEMU Pgr	Daily
4	63142	Godda-Sealdah MEMU Pgr	Daily	40	63522	Asansol-Bardhaman MEMU Pgr	Daily
5	63151	Jasidih-Baidyanath Dham MEMU Pgr	Daily	41	63523	Bardhaman-Asansol MEMU Pgr	Daily
6	63153	Jasidih-Baidyanath Dham MEMU Pgr	Daily	42	63524	Asansol-Bardhaman MEMU Pgr	Daily
7	63154	Baidyanath Dham-Jasidih MEMU Pgr	Daily	43	63525	Bardhaman-Asansol MEMU Pgr	Daily
8	63155	Jasidih-Baidyanath Dham MEMU Pgr	Daily	44	63526	Asansol-Bardhaman MEMU Pgr	Daily
9	63156	Baidyanath Dham-Jasidih MEMU Pgr	Daily	45	63527	Durgapur-Asansol MEMU Pgr	Daily
10	63157	Jasidih-Baidyanath Dham MEMU Pgr	Daily	46	63528	Asansol-Durgapur MEMU Pgr	Daily
11	63158	Baidyanath Dham-Jasidih MEMU Pgr	Daily	47	63529	Andal-Rampurhat MEMU Pgr	Daily
12	63159	Jasidih-Baidyanath Dham MEMU Pgr	Daily	48	63530	Rampurhat-Andal MEMU Pgr	Daily
13	63160	Baidyanath Dham-Jasidih MEMU Pgr	Daily	49	63531	Andal-Sainthia MEMU Pgr	Daily
14	63161	Jasidih-Baidyanath Dham MEMU Pgr	Daily	50	63532	Sainthia-Andal MEMU Pgr	Daily
15	63162	Baidyanath Dham-Jasidih MEMU Pgr	Daily	51	63533	Andal-Sainthia MEMU Pgr	Daily
16	63163	Jasidih-Baidyanath Dham MEMU Pgr	Daily	52	63534	Sainthia-Andal MEMU Pgr	Daily
17	63164	Baidyanath Dham-Jasidih MEMU Pgr	Daily	53	63535	Andal-Sainthia MEMU Pgr	Daily
18	63165	Jasidih-Baidyanath Dham MEMU Pgr	Daily	54	63536	Sainthia-Andal MEMU Pgr	Daily
19	63166	Baidyanath Dham-Jasidih MEMU Pgr	Daily	55	63537	Andal-Sainthia MEMU Pgr	Daily
20	63167	Jasidih-Baidyanath Dham MEMU Pgr	Daily	56	63538	Sainthia-Andal MEMU Pgr	Daily
21	63168	Baidyanath Dham-Jasidih MEMU Pgr	Daily	57	63541	Asansol-Gomoh MEMU Pgr	Daily
22	63169	Jasidih-Baidyanath Dham MEMU Pgr	Daily	58	63542	Gomoh-Asansol MEMU Pgr	Daily
23	63505	Bardhaman-Asansol MEMU Pgr	Daily	59	63543	Asansol-Gomoh MEMU Pgr	Daily
24	63506	Asansol-Bardhaman MEMU Pgr	Daily	60	63544	Gomoh-Asansol MEMU Pgr	Daily
25	63507	Bardhaman-Asansol MEMU Pgr	Daily	61	63555	Asansol-Barkakana MEMU Pgr	Daily
26	63508	Asansol-Bardhaman MEMU Pgr	Daily	62	63556	Barkakana-Asansol MEMU Pgr	Daily
27	63509	Bardhaman-Jhajha MEMU Pgr	Daily	63	63557	Barkakana-Benaras MEMU Pgr	Daily
28	63510	Jhajha-Bardhaman MEMU Pgr	Daily	64	63558	Benaras-Barkakana MEMU Pgr	Daily
29	63511	Bardhaman-Asansol MEMU Pgr	Daily	65	63561	Asansol-Jasidih MEMU Pgr	Daily
30	63512	Asansol-Bardhaman MEMU Pgr	Daily	66	63562	Baidyanath Dham-Asansol MEMU Pgr	Daily
31	63513	Bardhaman-Asansol MEMU Pgr	Daily	67	63563	Asansol-Jasidih MEMU Pgr	Daily
32	63514	Asansol-Bardhaman MEMU Pgr	Daily	68	63564	Jasidih-Asansol MEMU Pgr	Daily
33	63515	Bardhaman-Asansol MEMU Pgr	Daily	69	63565	Jasidih-Jhajha MEMU Pgr	Daily
34	63516	Asansol-Bardhaman MEMU Pgr	Daily	70	63566	Jhajha-Jasidih MEMU Pgr	Daily
35	63517	Bardhaman-Asansol MEMU Pgr	Daily	71	63569	Asansol-Jasidih MEMU Pgr	Daily
36	63518	Asansol-Bardhaman MEMU Pgr	Daily	72	63570	Baidyanath Dham-Asansol MEMU Pgr	Daily

J

Sl. No.	Train No.	Train Name	Days of run from originating station	Sl No.	Train No.	Train Name	Days of run from originating station
73	63571	Jasidih-Mokameh MEMU Pgr	Daily	92	68055	Asansol - Tata MEMU Pgr	Daily
74	63572	Mokameh-Jasidih MEMU Pgr	Daily	93	68056	Tata - Asansol MEMU Pgr	Daily
75	63573	Jasidih-Kiul MEMU Pgr	Daily	94	68059	Barabhum - Asansol MEMU Pgr	Daily
76	63574	Kiul-Jasidih MEMU Pgr	Daily	95	68060	Asansol - Barabhum MEMU Pgr	Daily
77	63591*	Bokaro Steel City-Asansol MEMU Pgr	Ex Su	96	68061	Adra - Asansol MEMU Pgr	Daily
78	63592*	Asansol-Bokaro Steel City MEMU Pgr	Ex Su	97	68062	Asansol - Adra MEMU Pgr	Daily
79	63593	Purulia-Asansol MEMU Pgr	Daily	98	68063	Adra - Asansol MEMU Pgr	Daily
80	63594	Asansol-Purulia MEMU Pgr	Daily	99	68064	Asansol - Adra MEMU Pgr	Daily
81	63597	Ranchi-Asansol MEMU Pgr	Daily	100	68065	Adra - Asansol MEMU Pgr	Daily
82	63598	Asansol-Ranchi MEMU Pgr	Daily	101	68066	Asansol - Adra MEMU Pgr	Daily
83	63549	Barddhaman - Asansol MEMU Pgr	Daily	102	68067	Adra - Asansol MEMU Pgr	Daily
84	63550	Andal - Barddhaman MEMU Pgr	Daily	103	68068	Asansol - Adra MEMU Pgr	Daily
85	63545	Andal-Jasidih (Via BBI) MEMU Pgr.	Ex Sa	104	68069	Adra - Asansol MEMU Pgr	Daily
86	63546	Jasidih-Andal (Via BBI) MEMU Pgr.	Ex Sa	105	68070	Asansol - Adra MEMU Pgr	Daily
87	63547	Jasidih - Banka MEMU Pgr.	Ex Sa	106	63297	Deoghar - Jhajha MEMU Pgr	Daily
88	63548	Banka - Jasidih MEMU Pgr.	Ex Sa	107	63298	Jhajha - Deoghar MEMU Pgr	Daily
89	63552	Asansol - Andal MEMU Pgr	Daily	108	63209	Deoghar - Patna MEMU Pgr	Daily
90	68045	Adra - Asansol MEMU Pgr	Daily	109	63210	Patna - Deoghar MEMU Pgr	Daily
91	68046	Asansol - Adra MEMU Pgr	Daily				

* Date of introduction will be notified later.

DEMU

Sl. No.	Train No.	Train Name	Days of run from originating station	Sl No.	Train No.	Train Name	Days of run from originating station
1	73447	Banka-Bhagalpur DEMU Pgr	Daily	8	73482	Jasidih-Dumka DEMU Pgr	Daily
2	73448	Bhagalpur-Banka DEMU Pgr	Daily	9	73483	Dumka-Jasidih DEMU Pgr	Daily
3	73449	Banka-Bhagalpur DEMU Pgr	Daily	10	73484	Jasidih-Dumka DEMU Pgr	Daily
4	73450	Bhagalpur-Banka DEMU Pgr	Daily	11	73491	Dumka-Godda DEMU Pgr	Daily
5	73471	Dumka-Hansdiha DEMU Pgr	Daily	12	73492	Godda-Dumka DEMU Pgr	Daily
6	73472	Hansdiha-Dumka DEMU Pgr	Daily	13	73493	Dumka-Godda DEMU Pgr	Daily
7	73481	Dumka-Jasidih DEMU Pgr	Daily	14	73494	Godda-Dumka DEMU Pgr	Daily

COMMUTERS SENSITIVE TRAINS OF ASANSOL DIVISION

Sl No.	Train No.	Train Name	Days of run
1	63509	BWN- JAJ MEMU Pgr.	Daily
2	63511	BWN- ASN MEMU Pgr.	Daily
3	63512	ASN - BWN MEMU Pgr	Daily
4	63514	ASN - BWN MEMU Pgr	Daily
5	63525	BWN- ASN MEMU Pgr.	Daily
6	63530	RPH-UDL MEMU Pgr.	Daily
7	63531	UDL-SNT MEMU Pgr.	Daily
8	63542	GMO - ASN MEMU Pgr.	Daily
9	63561	ASN-JSME MEMU Pgr.	Daily
10	63570	BDME-ASN MEMU Pgr.	Daily

Special Instructions for running of 12385/12386 Howrah - Dhanbad Double Decker Express

1. Route : The train will run only on Rajdhani Route i.e.

UP Direction			DN Direction		
i)	HWH-DKAE-	UP HBC	i)	DHN-STN-	DN GC
ii)	DKAE-SKG-	UP HBC/Rev	ii)	STN-BWN-	DN Line
iii)	SKG-BWN-	UP HBC	iii)	BWN-SKG-	DN HBC
iv)	BWN-STN-	UP Line-1	iv)	SKG-DKAE-	Reversible
v)	STN-DHN-	UP GC	v)	DKAE-HWH-	DN HBC

2. Maximum Permissible Speed: 110 Kmph. Apart from all permanent and temporary speed restrictions now in force or which are likely to be imposed from time to time, the train will observe special speed restriction of 15 Kmph. over platform limits at following stations with Platform Lines:-

UP Rajdhani Line					DN Rajdhani Line				
Sl. No.	Station	Location (KM)	PF. No.	Line	Sl. No.	Station	Location (KM)	PF. No.	Line
1.	Howrah	0.00	8,9,13	HWH YD	1.	Kalubathan	246.10	2	DN GC
2.	Bally	08.60	5	UP HBC	2.	Asansol	212.12	5	DN-7
3.	Saktigarh	95.20	1	UP HBC	3.	Raniganj	193.93	3	DN-1
4.	Galsi	129.71	2	UP-1	4.	Bardhaman	106.73	5	DN HBC
5.	Asansol	212.12	4	UP-1	5.	Belur	06.57	4	DN HBC
6.	Sitarampur	221.05	1	UP GC	6.	Liluah	04.68	4	DN HBC
7.	Barakar	229.40	1	UP GC	7.	Howrah	0.00	8,9,13	HWH YD
8.	Kumardubi	231.92	1	UP GC.					

3. In exigency, in case the train is required to run on any line other than specified vide Item No. 2- a generic special restriction of 15 kmph. will be applicable while passing through any platform line.

Maximum Permissible Speed will however remain 110 kmph. subject to observance of maximum permissible sectional speed, whichever is less.

Demarketed signs used in the Working Time Table.

SIGNS	DENOTES	SIGNS	DENOTES
A,B or C	Class of Stations	RI	Rudimentary Interlocking.
Spl	Special Class of Station.	MACL	Multi-aspect Colour-light signalling.
D	D Class of Station without Siding.	CW	Carriage Watering Station.
DK	D Class of Station with one or more siding key locked and non-interlocked.	HL	High-level platform.
SKL	Siding-Key locked.	LL	Low-level platform.
RRI	Route Relay Interlocking.	ML	Medium level platform.
I,II,III	Standard of Interlocking.-(Std.I,II or III)	RL	Rail level platform.
		PTT	Public Time Table (Departure)

Time allowance for Temporary Engineering Speed Restriction, Traffic Recovery Time and operational Time on each train are indicated as under.

- Temporary Engineering Speed Restriction : **E** followed by numerical digit (digit indicates the time allotted in mts.)
- Traffic Recovery Time : **T** followed by numerical digit (digit indicates the time allotted in mts.)
- Operational Time : **OP** followed by numerical digit (digit indicates the time allotted in mts.)

Instructions for Loco Pilots :-

Loco Pilots shall run the Trains at Maximum permissible speed subject to observation of other speed restrictions in force.

Speed Restriction for CC+8+2t loaded trains

1

Route	Section & Km	Speed Restriction (KMPH)
TDLE-BPBS	TDLE-BPBS (SL) KM 0/0-1/0	15
JMP-MGR ALONG WITH 'Y' CONNECTION AT RPUR END OF JMP	JMP-MGR KM 0/7-7/1	70
	Y-LEG CONNECTION AT RPUR END (CH 1450M FROM STN. BUILDING AT MGR END & 1570M FROM STN. BUILDING AT RPUR END)	15
SKG-BDC-NH (DN LINE)	SKG-BDC (DN LINE) KM 95.20 - 39.29	60
	BDC-NH (DN LINE)- KM 8.79-0.00	55
	Over New Jubilee Bridge.	20
GSGB-NHT (UP & DN LINE) INCLUDING GSGB-PRDG (Y CONNECTION)	GSGB-NHT(UP LINE) KM 0.00-38.20	50
	NHT-GSGB(DN LINE) KM 0.00-38.20	
	GSGB-PRDG (Y-CONNECTION) KM 0.00-4.708	15
STL-JAJ (EXCLUDING) UP & DN LINE	STL-JAJ (EXCLUDING) KM 347.79-364.51	40
NHLC-HLR BY PASS LINE	NHLC-HLR BYPASS LINE KM 0.025 TO 2.951	30
PRDG-MGLE BOTH UP & DN LINE	PRDG-MGLE (UP LINE) KM 182.93-197.99	60
	MGLE-PRDG (DN LINE) KM 197.99-182.93	
MDP - GRD	MDP-GRD (SL) KM 0/00-37/14	45
	MDP-GRD (SL) KM 37/14-38/26	30
RPH-DUMK	RAMPURHAT-SHIKARIPARA(SL) KM 0.00-40.073	40
	SHIKARIPARA-DUMKA(SL) KM 40.073-64.58	30
JSME-DUMK	JSME-DUMK (SL) KM 0.00-71.578	40
STN-BBI-TOP	TOP-BBI-STN (VIA IKRA) KM 11.60-39.90	30
	TOP-BBI (VIA TB CHORD) KM 11.60-27.35	
SHE-TAK	SHE-TAK (UP) KM 0.00-35.588	40
	SHE-TAK (DN) KM 0.00-35.020	
BGP-MDLE	BGP-MDLE (SL) KM 0.00-49.970	35
MDLE-DUMK	MDLE-DUMK (SL) KM 50.0 - 115.375	30
HSDA-GODA	HSDA-GODA (SL) KM 0.00-3.25	60
HZH-BMGA	HZH-BMGA (SL) KM 0.00 - 8.65	10
BWN-KWAE	BWN- KWAE (SL) KM 0.00-52.52	60
KWAE-AMP	KWAE- AMP (SL) KM 0.00-51.90	60
BDC-BWN	BDC- SKG (UP ML, Rev Line) KM 39.29-95.20	60
HWH-BDC	SHE-BDC (UP ML, DN ML, Rev Line) KM 22.15-39.29	60
SKG- BWN	SKG- BWN (UP ML, DN ML) KM 95.20-106.50	60
BWN-KAN	BWN- KAN (UP 1, UP 2) KM 106.50-119.88	60
MHUR-HSDA	MHUR-HRLT (SL) KM 0.00-16.0	60
KAN-STN	KAN- STN (UP 1) KM 119.88-221.05	60
HWH-BLY	HWH-BLY(UP/DN M/L & UP/DN Chord) Km 0/0-8/66	60
JSME-BDME	JSME-BDME Km 0.0-0.71	30
	JSME-BDME Km 0.71-6.52	50
LLH-BRMH	LLH-BRMH Km. 4/68-7/18	30
MBB-AZ	MBB-AZ (SL) KM 196.28-202.84	60
SRP- SHE	SRP- SHE (UP & DN M/L, REV/L) KM 19.53-22.15	60
BLY-BZL	BLY-BZL (UP HBC, DN HBC1, DN HBC2) KM 8.66-11.27	60
BZL-DKAE	BZL-DKAE (UP & DN HBC, REV/HBC) KM 11.27-14.81	60
BDC-KWAE	BDC-KWAE (DN Line), KM 0/0-104/7	60
CSZ-MBB	CSZ-MBB (UP & DN Line), KM 189.45-196.28	50
BHLE-BAKA	BHLE-BAKA (SL), KM 37.62-53.13	50
TPH-RJL	TPH-RJL (SL), KM 0.0-11.25	50

Speed Restriction for 25t loaded trains

ROUTE	SPEED RESTRICTION
Mohisila (MOH) - Bakhtarnagar (BQT) - DSEY via Down-II and Down DSP Line	MOH-BQT-DSEY VIA DN-II--- 45 KMPH EXCEPT BR. NO. 515 WHERE SR IS 20 KMPH AND VIA DOWN DSP LINE--15 KMPH.
Mohishila (MOH)- Durgapur (DGR) section including the routes leading to Durgapur Goods Shed, to SRBS (Jai Balaji siding) & to PFPD (PalogixInfras Ltd. Siding)	45 KMPH EXCEPT BR. NO. 515 WHERE SR IS 20 KMPH.
UDL-TOP-BBI section along with two sidings MSSL & SSPL with TOP as serving station.	UDL-TOP - 30 KMPH

PERMANENT ENGINEERING SPEED RESTRICTIONS (ASN Division)							
SL No.	Section	Sectional Speed	SL No.	Permanent Speed Restrictions			
				Block Section	KM	Speed	Reasons
1	UP main Line-1 KAN-STN	130	1	DCOP-OYR	178/11-178/13	100	D/xing on through chute.
			2	OYR-UDL	182/31-183/25	115	Inadequate SE on Curve
			3	UDL Stn limit	186/13-186/15	100	D/xing on through chute.
			4	RNG-NMC	194/03-195/17	100	1 in 12 turnout of contrary flexure on 1.55° Curve
			5	ASN East outer-ASN Stn.	210/07-210/15	100	1 in 8.5 turnout of contrary flexure on 1.55° reverse Curve
			6	ASN PF Line	211/31-212/23	30	Washable apron
			7	STN Station Limit	220/13-220/29	50	Non isolation of Grand Chord and Main Line.
			8	STN Station Limit	220/19-220/29	30	Grand chord line through 1 in 12 and 1 in 16 turnout
2	UP GC Line STN-PKA	130	1	BRR - KMME	228/25-231/11	100	Construction of new Br No. 18 (over river Barakar)
			2	MMU Station Limit	236/19-237/09	100	1 in 12 turnout of contrary flexure on 2° Curve
			3	KAO-PKA	253/19-255/15	110	No straight length between reverse curve
			4	CAM Station Limit	255/31-256/01	120	1 in 12 turnout of contrary flexure on 1.10 ° and 0.7° Curve
			5	CAM-PKA	260/17-260/21	85	1 in 8.5 turnout of contrary flexure on 1.48 Curve for Pathardih line Jurisdiction of ECR.
3	UP main Line-II i) KAN-STN	110	1	Mankar Stn. Lt.	144/35A-144/61A (curve no. 17&18)	100	Due to constraints in transition length.
			2	DGR Station Limit	169/35A-170/47A	65	1 in 12 turnout of contrary flexure from 1.36° reverse Curve.
			3	OYR-UDL	184/03A-184/05A	75	D-Xing on through shoot.
			4	UDL Station Limit	186/11A-186/15A	65	No straight length between Diamond crossing & 1.0 ⁰ reverse curve with 25 mm SE & 30 m transition length.
			5	RNG Station Limit	193/33A-194/05A	65	Transition length of 50 m between compound curve 0.9 ⁰ and 3.3 ⁰ curve.
			6	KPK Station Limit	206/19A-207/9A	65	50m transition length and 25mm SE on compound curve of 1° and 2.5° .
			7	BCQ Station Limit	217/15A-217/21A	65	Nil distance between diamond crossing & 0.5° curve.
			8	STN Station Limit	220/13A-220/29A	45	1 in 12 turnout of contrary flexure on 3° Curve .
4	STN - SLS UP ML	110					
5	SLS - JAJ UP ML	130	1	SLS-RNPR	225/19-228/23	110	Due to bad bank
			2	RNPR-CRJ	232/05 -232/27	110	constraintof SE at P&C
			3	RNPR-CRJ	233/33 -234/27	120	High degree of curvature.
			4	RNPR-CRJ	235/03 -235/27	125	High degree of curvature.
			5	RNPR-CRJ	236/11 -236/39	90	Due to 1 in 12 contrary flexure on curve.
			6	CRJ-BM	237/00 - 238/03	85	Due to 1 in 12 turnout of contrary flexure on curve
			7	CRJ-BM	242/01 - 242/21	120	High degree of curvature.
			8	BM-JMT	243/09 - 243/33	120	High degree of curvature.
			9	BM-JMT	244/25 - 245/17	120	High degree of curvature.
			10	BM-JMT	246/05 -246/25	120	High degree of curvature.
			11	JMT-KEE	251/27 -252/15	120	Due to 1 in 12 contrary flexure on curve.
			12	KEE-VDS	260/07 -261/07	120	High degree of curvature.

SL No.	Section	Sectional Speed	SL No.	Permanent Speed Restrictions			
				Block Section	KM	Speed	Reasons
	SLS - JAJ UP ML	130	13	KEE-VDS	261/25 -263/03	120	High degree of curvature.
			14	KEE-VDS	263/27 -264/23	120	High degree of curvature.
			15	VDS-MNC	274/21 - 275/15	120	High degree of curvature.
			16	MNC-JRW	280/27 -281/21	120	High degree of curvature.
			17	MDP-NPZ	293/37 -293/39	75	Exist Diamond Crossing on Through Shoot.
			18	SNQ-JSME	313/23 -314/31	125	High degree of curvature.
			19	SNQ-JSME	315/09 -316/15	120	High degree of curvature.
			20	SNQ-JSME	321/37 -322/05	60	Due to 1 in 12 turnout of contrary flexure on curve.
			21	JSME-TTN	322/25 -323/17	75	High degree of curvature.
			22	TTN-LHB	329/05 -330/09	110	Due to 1 in 12 contrary flexure on curve.
			23	LHB-STL	346/21-347/19	110	Due to 1 in 12 contrary flexure on curve.
			24	GHN-NRGO	354/27-355/25	120	High degree of curvature.
			25	NRGO-JAJ	355/25 -356/25	120	High degree of curvature.
			26	NRGO-JAJ	356/25 -357/03	125	High degree of curvature.
			27	NRGO-JAJ	359/09 -359/33	120	High degree of curvature.
			28	NRGO-JAJ	359/33 -360/21	120	High degree of curvature.
6	SLS - STN DN ML	110	1	SLS-STN	220/32-220/14	50	For DN ML to DN GC Line due to non isolation
7	JAJ - SLS DN ML	130	1	RNPR-SLS	228/24 - 225/18	110	Due to bad bank
			2	RNPR Stn Limit	232/28 - 232/06	120	High degree of curvature.
			3	CRJ-RNPR	235/28 - 235/04	120	High degree of curvature.
			4	BM-CRJ	238/04 - 236/06	75	In adequate SE on Reverse curve 3.5degree & 2.5degree
			5	JMT-BM	242/22 - 242/02	120	High degree of curvature.
			6	JMT-BM	243/32 - 243/10	120	High degree of curvature.
			7	JMT-BM	245/16 - 244/26	120	High degree of curvature.
			8	JMT-BM	246/26 - 246/06	120	High degree of curvature.
			9	KEE-JMT	252/10 - 251/26	120	Due to 1 in 12 contrary flexure on curve.
			10	VDS-KEE	261/08 - 260/08	120	High degree of curvature.
			11	VDS-KEE	263/04 - 261/26	120	High degree of curvature.
			12	VDS-KEE	264/22 - 263/24	120	High degree of curvature.
			13	MNC-VDS	275/16 - 274/22	120	High degree of curvature.
			14	JRW-MNC	281/22 - 280/28	120	High degree of curvature.
			15	MDP-JRW	292/32 - 292/28	75	Due to 1 in 12 turnout of contrary flexure on curve
			16	JSME-SNQ	314/34 - 313/32	125	High degree of curvature.
			17	JSME-SNQ	316/16 - 315/10	125	High degree of curvature.
			18	JSME-SNQ	322/14 - 321/26	75	High degree of curvature.
			19	TTN-JSME	322/16 - 322/14	60	Due to 1 in 12 turnout of contrary flexure on curve
			20	TTN-JSME	328/36 - 328/04	110	Due to 1 in 12 contrary flexure on curve.

SL No.	Section	Sectional Speed	SL No.	Permanent Speed Restrictions			
				Block Section	KM	Speed	Reasons
	JAJ - SLS DN ML	130	21	LHB-TTN	330/08 - 329/06	110	Due to 1 in 12 contrary flexure on curve.
			22	STL-GHN	347/22 - 346/24	110	Due to 1 in 12 contrary flexure on curve.
			23	NRGO-GHN	351/18 - 350/34	125	High degree of curvature.
			24	NRGO-GHN	355/24 - 354/28	125	High degree of curvature.
			25	NRGO-GHN	356/26 - 355/26	120	High degree of curvature.
			26	NRGO-GHN	357/02 - 356/26	125	High degree of curvature.
			27	JAJ-NRGO	359/32 - 359/10	120	High degree of curvature.
			28	JAJ-NRGO	360/22 - 359/32	120	High degree of curvature.
8	DN (GC) PKA-STN	130	1	PKA-CAM	260/30-260/08	120	1 in 12 turnout of contrary flexure on 1° Curve-jurisdiction of ECR.
			2	CAM Station Limit	256/02-255/30	120	1 in 12 turnout of contrary flexure on 1.10° & 0.7° compound curve
			3	CAM-KAO	255/16-253/10	120	Inadequate SE on curve.
			4	TNW-MMU	237/04-236/20	100	1 in 12 turnout of contrary flexure on 1.85° Curve for UP GC line.
9	DN Main Line-I STN-KAN	130	1	STN Station Limit	220/26-220/16	30	Negotiating through 1 in 16 turnout
			2	ASN PF Lines	212/24-211/34	30	Washable apron.
			3	ASN-ASN E/O	210/20-210/08	100	1 in 8.5 turnout of contrary flexure on 1.55° reverse curve.
			4	NMC-RNG	195/02-194/34	75	Obstruction in visibility of Dn line 1 home signal of RNG due to curvature.
			5	NMC-RNG	194/20-194/16	100	1 in 12 turnout of contrary flexure on 1.55° Curve.
			6	UDL-POL	186/20-186/16	65	Inadequate straight between diamond crossing and 0.37 ° curve.
			7	UDL-POL	183/30-183/28	100	Presence of D/xing on through chute.
10	DN Main Line-II STN-KAN	110	1	STN- BCQ	220/16A-220/12A	50	Force layout of D/Xing.
			2	ASN Station Limit	212/26A-212/2A	30	Presence of washable apron on line no. 8, with deep longitudinal drain and in adequate shoulder width of line no. 9
			3	ASN-KPK	210/10A-210/02A	65	Inadequate straight between diamond crossing and 0.5° curve.
			4	KPK Station Limit	207/16A-206/14A	50	2.5° reverse curve with 28mm SE & without transition.
			5	KPK-NMC	201/24A-201/22A	50	Siding point on passenger line outside the station limit shall be detected for permitting speed up to 50 kmph. in facing direction.
			6	RNG Station Limit	194/26A-194/02A	50	1.01° reverse curve with 28 mm SE and without transition.
			7	UDL Station Limit	186/16A-186/04A	50	Sharp reverse 2.1° curve.
			8	UDL-POL	183/30A-183/28A	75	D-Xing over through chute.
			9	Panagarh Curve No.5	154/56A-154/30A	75	Due to space constraint of transition length.
			10	Paraj Curve No.10 & 12	136/34A-136/08A	90	Due to constraint of transition length.
			11	Mankar Curve No.16 & 17	144/20A-143/42A	90	Due to constraint of transition length.
11a	UDL-PAW Single Line	110	1	A-S Chord	187/17AP - 01/09	65	Due to high degree of curvature
11b	UDL-PAW East Line (DN)	110	1	UDL Junction Cabin Stn Lt	01/37-01/39	15	1 in 2.6 special type diamond crossing.
			2	UDL - KJME	02/16 - 02/36	75	Due to high degree of curvature
11c	UDL-PAW West Line (UP)	110	1	UKA Station Limit	11/09 - 11/13	75	Due to existing Diamond crossing on through shoot

SL No.	Section	Sectional Speed	SL No.	Permanent Speed Restrictions			
				Block Section	KM	Speed	Reasons
12	PAW-SNT UP Line	110	1	BMGA-PCR	23/19-24/19	80	Due to space constraints in transition length.
			2	PAW-SNT	20/11 - 70/33	80	For Goods train only.
13	SNT-PAW DN Line	110	1	PCR-PAW	29/08-20/12	80	For Goods train only.
			2	PCR-BMGA	24/20-23/20	90	Due to space constraints in transition length.
14	JSME - DUMK Single Line	110	1	JSME - DGHR	JD0/16 - 01/19	70	Due to inadequate transition length.
			2	GRMA-BSKH	26/14 - 27/06	90	High degree of curvature
			3	BSKH-DUMK	54/15 - 55/04	105	High degree of curvature
15	DGHR-BAKA Single Line	110	1	DGHR-CNDN	07/12 - 08/05	75	Due to Constraint of cant on 4° curve.
			2	KARJ-BAKA	59/12 - 53/12	100	Due to high degree of curvature
16	MDP-GRD Single Line	110	NIL				
17	BMGA-PSME Single Line	Train service suspended due to unauthorized mining under track No goods train permitted.					
18a	BRR-ULTL DN Slow Single Line	60	NIL				
18b	ULTL-STN Single Line	30	NIL				
19	JSME-BDME Single Line	50	NIL				
20	ULTL - STNL avoiding Sitarampur	30	NIL				
21	Barachak-Hirapur Exchange Yard	25	NIL				
22	UDL-TOP East Line	65	NIL				
23	UDL-TOP West Line	65	NIL				
24	TOP-BBI (T.B. Chord) Single line	65	1	TOP - BBI	TB/01 - TB/15	50	STD-I interlocking and taking off point no.64B from inside of the 5.2° curve.
			2	TOP - BBI	03/15 - 03/17	50	Sliding point on passenger line outside the station
			3	TOP - BBI	13/16 - 13/17	50	limit shall be detected for permitting speed up to 50
			4	TOP - BBI	14/12 - 14/13	50	kmph in facing direction (EKT)
25	TOP-STN Via Ikra Single line	65	1	TOP - BBI	11/26 - 12/23	50	STD - I interlocking
			2	TOP - BBI	27/19 - 28/01	60	High degree of curvature
			3	TOP - BBI	38/25 - 38/21	60	Reverse curve consist of 6° and 3.2° curvature
			4	TOP - BBI	38/21 - 39/14	60	High degree of curvature
26	DGHR - BAKA Single Line	110	NIL				
27	Mohanpur - Harlatanr	110	NIL				

Sectional speed of other lines, where passenger trains are not permitted

SL No.	Section	Speed KMPH
1	KPK - Damodar avoiding UP line including Common DK line	15
2	Kalipahari-Damodar avoiding DN line including Common DK line	15
3	Topsi-Baraboni Chord Line	40
4	Baktarnagar Link-Andal Jn. Cabin	25
5	Baktarnagar B.H.-Exchange Yard (DSEY) UP Line	30
6	Baktarnagar B.H.-Exchange Yard (DSEY) DN Line	30
7	Andal Central Fly Over Line Single Line	15
8	Sripur Colliery Siding Single Line	15
9	Giridih Colliery Siding	15
10	New Link between DN Slow Line & SBG Loop Line avoiding Khana JN.	30
11	POCP, Madarboni & Madaipur in UDL- SNT Section	20

IMPORTANT PLATFORMS DETAILS

Sl. No.	Station	PF. No.	Island (Y/N)	Length (in Mts)	Capacity Coaches+Engines)
1.	UDL	1-2	Y	573	23+1
		3-4	Y	572	23+1
		5-6	Y	405	10+1
2.	ASN	1-2	N	290/577	13+1/24+1
		3-4	Y	450/577	20+1/24+1
		5-6	Y	577/577	24+1
		7	N	570	23+1/24+1
3.	BDME	1	N	267	10+1
4.	BBI	1		180	7+1
5.	BCQ	1-2	Y	195/195	7+1
		3-4	Y	190/190	7+1
6.	BRR	1-2	Y	556.4/556.4	22+1
7.	BSKH	1-2		366	14+1
8.	BMGA	1-2	N	300	11+1
9.	CNDN	1-2-3		579	23+1
10.	CNPI	1		366	13+1
11.	CPLE	1	Y	430	16+1
		2+3	Y	650/650	26+1
12.	CRJ	1	N	556	22+1
		2-3	Y	556	22+1
13.	CAM	DN	N	378	14+1
		1-2	Y	378/378	14+1
14.	DUJ	1	N	300	11+1
		2-3	Y	300/300	11+1
15.	DGHR	1-2-3		560	22+1
16.	DGR	1	N	590	22+1
		2-3	Y	562/562	22+1
		4-5	Y	578/534	23+1/21+1
17.	DUMK	1-2-3		366	13+1
18.	GLI	1	N	376	14+1
		2-3	Y	389/389	14+1
		4	N	375	14+1
19.	GRD	1	N	300	11+1
20.	GRMA	1-2-3		366	13+1
21.	JGD	1	N	294	11+1
		2	N	350	13+1
22.	JAMA	1		366	16+1
23.	JMT	1	N	545	22+1
		2	N	419	16+1
24.	JSME	1	Y	567	22+1
		2-3	Y	662/662	24+1/24+1
		4	Y	266	10+1
25.	JRW	1	N	353	13+1
		2	N	378	14+1
26.	KOX	1	N	215	8+1
		2	N	300	11+1
27.	KJME	1	N	185	6+1
		2-3	Y	235/235	8+1
28.	KPK	1-2	Y	305/305	12+1
		3-4	Y	309/309	12+1/12+1
29.	KAO	DN	N	378	14+1
		UP	N	378	14+1
30.	KEE	1	N	378	14+1
		2	N	378	14+1
31.	KBSH	1	N	172	10+1
32.	ULT	1	N	547	22+1
		2-3	Y	573/573	22+1
33.	KMME	1DN	N	566	22+1
		2UP	N	566	22+1
34.	KBQ	1	N	378	14+1
		2	N	378	14+1
35.	KNRI	1	N	300	11+1
		2	N	300	11+1
		3-4	N	300	11+1
36.	LHB	1	N	378	14+1
		2-3	Y	378/378	14+1

IMPORTANT PLATFORMS DETAILS

7

Sl. No.	Station	PF. No.	Island (Y/N)	Length (in Mts)	Capacity (Coaches+Engines)
38.	MNC	1	N	335	13+1
		2	N	335	13+1
39.	MDP	1-2	Y	273/552	10+1/21+1
		3-4	Y	577/543	23+1/22+1
40.	MWZ	1	N	300	11+1
		2	N	300	11+1
41.	MMD	1	N	246	9+1
		2	N	182	7+1
42.	MNAE	1-2	Y	572/572	23+1
		3-4	Y	572/572	23+1
43.	MUW	1	N	378	14+1
		2	N	378	14+1
44.	NPZ	1-2	N	300/300	11+1
45.	MMU	DN	Y	378/378	14+1
		UP	Y	378/378	14+1
46.	NRGO	1-2	N	378	14+1
		3-4	N	378	14+1
47.	PAN	1-2	Y	568/568	23+1
		3-4	Y	568/568	23+1
48.	PCR	1	N	300	11+1
		2	N	300	11+1
49.	PAW	1	N	555	22+1
		2-3	Y	552/552	22+1
50.	PAJ	1-2	Y	378/378	14+1
		3-4	Y	378/378	14+1
51.	RBH	1-2	Y	378/378	12+1
		3-4	Y	378/378	12+1/12+1
52.	RNG	1-2	Y	570/570	24+1
		3	N	342	13+1
		4	N	579	23+1
53.	RNPR	1	N	441	17+1
		2&3	Y	405/405	16+1

Sl. No.	Station	PF. No.	Island (Y/N)	Length (in Mts)	Capacity (Coaches+Engines)
54.	SLS	1	N	378	14+1
		2-3	Y	378/378	14+1
55.	SSNR(H)	1	N	175	6+1
		2	N	275	10+1
56.	SNQ	1	N	420	14+1
		2-3	Y	400/400	14+1
57.	SXD	1-2	Y	267/267	10+1
58.	STL	1	N	402	15+1
		2	N	402	15+1
59.	STN	1	N	545	21+1
		2-3	Y	545/545	21+1
		4+5	Y	349/349	14+1
60.	SURI	1	N	570	23+1
		2-3	Y	570/570	23+1
61.	SPGA 6/3	1	N	125	4+1
62.	SPGA 7/11	1	N	272	10+1
63.	TLB	1	N	380	15+1
		2	N	380	15+1
64.	RJLA	1	N	280	10+1
65.	TNW	DN	N	245	9+1
		UP	N	213	8+1
66.	UKA	1	N	374	14+1
		2-3	Y	381	14+1
67.	VDS	1	N	525	21+1
		2	N	562	22+1
68.	OYR	1-2	Y	586	23+1
		3-4	Y	561	23+1
69.	TTN	1-2		150	6+1
70.	MHUR	1	N	550	22+1
		2-3	Y	550	22+1
		4	N	550	22+1
71.	INCI	1	N	356	13+1
		2	N	356	13+1

Time allowance for Temporary Engineering Restriction

Dist.	Section	TER	Dist.	Section	TER
101.17 km.	KAN-STN (UP-I)	-8 mts.	40.26 km.	STN-PKA (UP)	-4 mts.
101.17 km.	KAN-STN(UP-II)	-8 mts	40.26 km.	PKA-STN (DN)	-4 mts.
145.38 km.	STN-JAJ (UP)	-12 mts.	73.40 km.	UDL-SNT (UP & DN)	-5 mts.
145.38 km.	JAJ-STN (DN)	-12 mts.	71.55 km.	JSME - DUMK	- 5 mts.
101.17 km.	STN-KAN(DN-I)	-8 mts	61.20 km.	DGHR - BAKA	- 4 mts.
101.17 km.	STN-KAN (DN-II)	-8 mts.	37.96 km.	MDP-GRD	- 3 mts
38.11 km.	MHUR-HSDA	-3 mts.	6.25 km.	JSME-BDME	-1 mts.
40.10 km.	UDL-BBI-STN	-3 mts.			

Number of Trains running over Asansol Division. *

	UP	DN
Mail/Express	132	132
Passenger (Conv)	9	9
Passenger (DEMU)	7	7
MEMU	54	55
TOTAL	202	203

8

BARDDHAMAN JN. - ASANSOL JN. - 105.39 Kms .

UP

TRACK - BWN -ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500 , DGR - ASN - 1/200 , SIGNALLING - MACL ,TRACTION - Electrified. Speed-UP-I-130 kmph, UP-II-110 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing		Public Time Table	13159	13426	12496	22323	12938	12987	13027	12307	22307
						KOAA - JBN EXP	SURAT-MLDT Exp	KOAA-BKN Pratap EXP	KOAA-GCT Shabd Bhedi EXP	HWH-GIM Garbha EXP	SDAH-AJMER EXP	HWH-AZ Kaviguru Exp	HWH - JODHPU R EXP	HWH BKN EXP
						M,W,F	WED	Sat	FRI	TUE	DAILY	DAILY	TU,W,SA,SU	M,THU,F
		Maximum cum Booked Speed(Kmph)				130	130	130	130	130	130	110	130	130
106.73	7.17	BARDDHAMAN JN.	B-III		<u>PTT</u>	00:02 00:04 23:54 R		00:04 00:06 23:56	00:04 00:06 23:56	...	00:18 00:20 00:10	00:23 00:25 00:15 R	00:32 00:34 00:24	00:32 00:34 00:24
113.90	5.98	Talit	B-III			...		...	...	...	...	...	...	...
119.88	2.93	Khana Jn.	SPL-III			00:11		00:13	00:13	00:13	00:29	00:32	00:41	00:41
122.81	0.61	Khana L/C	SPL-III			...		00:28	00:28	00:28	00:38	00:40	01:02	01:02
123.42	6.29	Ishan Chandi(H)				00:19		...	...	...	...	...	...	...
129.71	6.48	Galsi	SPL-III					...	...	...	...	...	...	...
136.19	8.05	Paraj	SPL-III					00:34	00:34	00:34	00:45		01:07	01:07
144.24	10.46	Mankar	SPL III					...	...	...	...		...	...
154.70	7.61	Panagarh	SPL III					00:41	00:41	00:41	00:52		01:14	01:14
162.31	7.74	Rajbandh	SPL III		<u>PTT</u>			...	...	...	...		...	...
170.05	3.45	Durgapur	SPL III					00:46	00:46	00:46	00:57		01:19	01:19
173.50	5.44	DCOP	SPL III		<u>PTT</u>			...	...	...	...		...	...
178.94	1.35	Waria	SPL III					00:49½	00:49½	00:49½	01:02½		01:22½	01:22½
180.29	6.12	Pinjrapole B.H	SPL III					...	...	...	...		...	...
186.41	2.92	Andal Jn.	SPL III					00:23 00:43 00:33	00:56 00:58 00:48	00:56 00:58 00:48	01:09 01:11 01:01		01:26½	01:26½
189.33	4.60	Bakhtarnagar B.H	SPL III					...	...	...	...		...	...
193.93	4.24	Raniganj	SPL III					...	...	...	...		...	...
198.17	8.77	Nimcha B.H.	SPL III		<u>PTT</u>			...	...	...	...		...	...
206.94	5.18	Kalipahari	SPL III					...	...	...	...		...	...
212.12		ASANSOL JN.	SPL III		<u>PTT</u>			...	...	...	...		...	...
TER Time Provided							0	0	0	0	0		8	8
Traffic Recovery Time Provided							0	6	6	6	2		3	3
Operational Time Provided							0	0	0	0	0		3	3

R. Will run via UP - II between BWN - KAN

					12321	12377	12331	13153	12253	13043	13165	13404		Public Time Table	STATION CODE	Com mer cial Classific ation of Stn
					HWH - Mumbai Mail	SDAH- NOQ Padatic Exp	HWH- JAT Himgiri EXP	SDAH- MLDT Gour Exp	SMVB BGP ANGA EXP	HWH- RXL EXP	KOAA SMI EXP	BGP-RNC Vananchal EXP				
					Daily	DAILY	W,SA,S U	DAILY	MON	TH,SA,	SUN	Daily				
					130	130	130	130	130	130	130	130				
					00:42 00:44 00:34	00:52 00:54 00:44 R	...	01:00 01:02 00:52 R	01:14 01:16 01:06	01:14 01:16 01:06	01:20 01:22 01:12			<u>PTT</u>	BWN	A
					...	...	...	...	...	...	...				TIT	E
					01:04 ...	01:01 ...	01:12 ...	01:13 ...	01:29 ...	01:29 ...	01:29 ...				KAN	E
					01:10 ...	01:12 ...	01:26 ...	01:23 ...	01:35 ...	01:35 ...	01:35 ...				KANL	
					...		...	...	...	...	...				INCI	
					...	...	...	...	...	...	...				GLI	E
					01:15 ...		01:31 ...		01:40½ ...	01:40½ ...	01:40½ ...				PAJ	E
					01:18½ ...		01:34½ ...		01:43½ ...	01:44 ...	01:44 ...				MNAE	E
					01:22½ ...		01:38½ ...		01:47½ ...	01:48½ ...	01:48½ ...				PAN	B
					01:30 01:32 01:22 ...		01:43½ ...		01:52½ ...	01:54½ ...	01:54½ ...			<u>PTT</u>	RBH	E
					01:37½ ...		01:48 ...		01:56 T7 ...	01:59 ...	01:59 ...				DGR	A
					01:45 01:47 01:37 ...		01:56 ...		02:07 ...	02:07 01:57 ...	02:07 01:57 ...			<u>PTT</u>	DCOP	
					...		...		...	...	...				OYR	E
					01:53½ ...		02:00½ ...		02:11½ ...	02:13½ ...	02:13½ ...				POL	
					...		...		...	...	...				UDL	D
					01:57 ...		02:04 ...		02:15 ...	02:18 ...	02:18 ...	02:00 02:20 02:10 ...			BQT	
					01:58½ ...		02:08½ OP3 ...		02:17 ...	02:20 ...	02:20 ...	02:24 ...			RNG	B
					02:04 02:06 01:56 ...		02:14 OP1 ...		02:19½ ...	02:22½ ...	02:22½ ...	02:30 02:35 02:25 ...		<u>PTT</u>	NMC	
					02:11 ...		02:17½ ...		02:22 T4 ...	02:25½ ...	02:25½ ...	02:40 ...			KPK	E
					...		...		...	...	...	...			ASN	A
					02:15 ...		02:23 ...		02:30½ ...	02:30½ ...	02:30½ ...	02:45 ...		<u>PTT</u>		
					02:20 02:25 02:15		02:28 02:33 02:23		02:36 02:41 02:31	02:36 02:41 02:31	02:36 02:41 02:31	02:51 02:56 02:46				
					0		0		0	0	0	0				
					0		0		11	0	0	0				
					0		4		0	0	0	0				

R. Will run viaUP - II between BWN - KAN

TRACK - BWN -ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500 , DGR - ASN - 1/200 , SIGNALLING - MACL , TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing		13029	15661	15639	15929	15629	63505	13433	63507	13503	22301	63063
					HWH- MKA EXP	RNC- KYQ EXP	PURI- KYQ EXP	TBM - DBRT EXP	TBM - SHTT EXP	BWN- ASN MEMU Pgr.	SMVB- MLDT AMRIT BHARA T EXP	BWN- ASN MEMU Pgr.	BWN- HTE MEMU EXP	HWH-NJP Vande Bharat EXP	BWN- SBG MEMU Pgr
					Daily	TH.	WED.	sa	WED.	Daily	THU	Daily	Daily	EXPT W	Daily
		Maximum cum Booked Speed(Kmph)			110	130	130	130	130	*	130	*	*	130	*
106.73	7.17	BARDDHAMAN JN.	B-III		PTT 01:38 01:40 01:30					— 03:40	04:42 04:44 04:34	— 05:05	— 06:30	— 06:50	— 06:05
113.90	5.98	Talit	B-III		— 01:47					03:48 03:49	— 04:51	05:13 05:14	06:38 06:39 06:34	— 06:55	R 06:12 06:13
119.88	2.93	Khana Jn.	SPL-III		PTT 01:59 02:00 01:50					04:04 04:05	— 05:05	05:29 05:30	06:50 06:51 06:41	— 07:09	06:20 06:21
122.81	0.61	Khana L/C	SPL-III		— — —					— — —	— — —	N — —	— — —		
123.42	6.29	Ishan Chandi(H)	D		— — —					— — —	— — —	05:34 05:35 —	— — —		
129.71	6.48	Galsi	SPL-III		— 02:08					04:12 04:13	— —	05:41 05:42	06:59 07:00		
136.19	8.05	Paraj	SPL-III		PTT — 02:13					04:18 04:19		05:47 05:48	07:05 07:06 06:56		
144.24	10.46	Mankar	SPL-III		PTT 02:18 02:19 02:09					04:25 04:26		05:54 05:55	07:13 07:14 07:04		
154.70	7.61	Panagarh	SPL-III		PTT 02:28 02:30 02:20					04:34 04:35		06:03 06:04	07:22 07:23 07:13		
162.31	7.74	Rajbandh	SPL III		— 02:36					04:41 04:42		06:10 06:11	07:30 07:31 07:21		
170.05	3.45	Durgapur	SPL III		PTT 02:42 02:45 02:35	02:55 03:15 03:05	02:55 03:15 03:05	04:05 04:25 04:15	04:05 04:25 04:15	04:48 04:50		06:17 06:19	07:37 07:39 07:29		
173.50	5.44	DCOP	SPL III		— —	— —	— —	— —	— —	— —		— —	— —		
178.94	1.35	Waria	SPL III		PTT 02:54 02:55 02:45	— 03:24½ —	— 03:24½ —	— 04:34½ —	— 04:34½ —	04:57 04:58		06:26 06:27	07:47 07:48 07:38		
180.29	6.12	Pinjrapole B.H	SPL III		— —	— —	— —	— —	— —	— —		— —	— —		
186.41	2.92	Andal Jn.	SPL III		PTT 03:02 03:03 02:53	E4T3 03:39 03:41	E4T3 03:39 03:41	04:44 04:46	04:44 04:46	05:05 05:07		06:33 06:35	07:55 08:00 07:50		
189.33	4.60	Bakhtarnagar B.H	SPL III		— 03:07					— 05:11		— 06:37	— 08:04		
193.93	4.24	Raniganj	SPL III		PTT 03:12 03:17 03:07					05:16 05:17		06:42 06:43	08:09 08:10 08:00		
198.17	8.77	Nimcha B.H.	SPL III		— 03:21½					— 05:21		— 06:47½	— 08:15		
206.94	5.18	Kalipahari	SPL III		PTT 03:28 03:29 03:19					05:29 05:30		06:53 06:54	08:22 08:23 08:13		
212.12		ASANSOL JN.	SPL III		PTT 03:36 03:46 03:36					E7T16 06:00 —		E7T8 07:15 —	E8T21 08:59 09:07 08:57		
TER Time Provided					0	4	4	0	0	7	0	7	8		0
Traffic Recovery Time Provided					0	3	3	0	0	16	0	8	21		0
Operational Time Provided					0	0	0	0	0	0	0	0	0		0

R. Will run via UP - II between BWN - KAN

Q. Will run via UP - II between OYR-ASN

N. Will run via UP - II between KAN-GLI

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

15662	22612	12552	12019	63509	22303	13017	13417	15630	15930	22387	63511	22321	22309	13173	13175		STATI ON CODE
KYQ - RNC EXP	NJP - MAS EXP	KYQ - YPR EXP	HWH- RNC Shatabdi EXP	BWN- JAJ MEMU Pgr.	HWH GAYA Vande Bharat EXP	HWH- AZ Ganade vta Exp	DGHR - MLDT EXP	SHTT- TBM EXP	DBRT- TBM EXP	HWH -DHN Black diamond EXP	BWN- ASN MEMU Pgr.	HWH- SURI HOOL EXP	HWH JMP VB EXP	SDAH-SBRM Kanchen jungha Exp	SDAH- SCL Kanchen jungha Exp		
W.	SA.	TH.	Except SU.	Daily	expt Th	Daily	FRI.	SA.	TU.	DAILY	Daily	Daily.	EXPT F	TU,TH,F,SU	M,W,SA		
130	130	130	130	*	130	110	110	130	130	130	*	110	130	110	110		
			...	---	...	07:45 07:47 07:37				07:58 08:00 07:50	---	08:29 08:31 08:21	...	08:44 08:46 08:36	08:44 08:46 08:36	PTT	BWN
			...	T	...	R				...	08:23	R	...	R	...		TIT
			07:12½	07:23 07:24	07:42	07:54				08:07	08:24	08:38	08:45	08:56	08:56		
			...	07:44 07:45	...	...				...	08:39 08:40	...	...	...	...	PTT	KAN
			07:22			08:07				08:17				09:05	09:05		
			...	...	...						N	...					KANL
			...	...	...						...	...					INCI
			...	...	...						08:43 08:44	...					
			07:27	07:52 07:53	...	08:00½				08:22½	08:50 08:51	08:57					GLI
			...	07:58 07:59	...	08:03½				...	08:56 08:57	...				PTT	PAJ
			07:30							08:26		09:00½					
			...	08:05 08:06	...	08:07				08:32 08:33 08:23	09:03 09:04	09:06 09:07 08:57				PTT	MNAE
			07:34														
			...	08:14 08:15	...	08:11½				08:42 08:44 08:34	09:12 09:13	09:13 09:14 09:04				PTT	PAN
			07:39														
			...	08:21 08:22	...	08:15				...	09:19 09:20	...					RBH
			07:42½							08:49		09:19½					
07:30 07:55 07:45	07:30 07:55 07:45	07:30 07:55 07:45	07:48 07:50 07:40	08:32 08:34	08:19 08:21 08:11		08:40 09:00 08:50 B	08:40 09:00 08:50 Q	08:40 09:00 08:50 Q	08:57 08:59 08:49	09:26 09:28	09:27 09:28 09:18				PTT	DGR
...	...	...	...	...	...		...	...	...	...	...	...					DCOP
...	...	...	...	...	...		...	...	...	...	...	...					
08:02½	08:02½	08:02½	07:56½	08:41 08:42	...	08:25	...	...	...	09:07 09:08 08:58	09:36 09:37	...	09:34½			PTT	OYR
...	...	...	...	...	...		...	...	...	...	...	...					POL
...	...	...	...	...	...		...	...	...	...	...	...					
08:06	08:06	08:06	08:00	08:48 08:49	...	08:28½	E3 09:20 09:22	...	...	09:13 09:14 09:04	09:43 09:44	09:46 09:47 09:37				PTT	UDL
...	...	...	...	...	...		...	...	...	...	...	...					BQT
08:09	08:09	08:09	08:01½	08:52	08:30		...	...	...	09:16½	09:16½	09:17	09:48				
08:13 08:15 08:05	T3 ...	T3 ...	08:06 08:08 07:58	08:56 08:57	...	08:32½	...	...	...	09:23 09:25 09:15	09:53 09:54					PTT	RNG
...	...	...	...	...	...		...	...	...	...	...	...					NMC
08:19½	08:19½	08:19½	08:12½	09:00½	08:35		...	...	...	09:22 OP23 ...	09:22 OP23 ...	09:29	09:58½				
...	...	...	...	09:08 09:09	...	08:38	...	...	...	...	...	...					KPK
08:25	08:25	08:25	08:17	...	...		...	...	...	09:34	10:07 10:08					PTT	
T3 08:35 09:00 08:50	E4 08:35 09:00 08:50	E4 08:35 09:00 08:50	08:22 08:24 08:14	E8 09:23 09:28	08:43 08:45 08:35		...	...	...	09:41 09:44 09:34	E7T9 10:30 ---					PTT	ASN
0	4	4	0	8	0		3	6	6	0	7	4					
3	3	3	0	0	0		0	17	17	0	9	0					
0	0	0	0	0	0		0	23	23	0	0	0					

B. Will run viaUP - II between DGR-UDL

N. Will run via UP - II between KAN-ASN

T. Will run viaUP - II between BWN-DGR

Q. Will run viaUP - II between DGR-KPK

R. Will run viaUP - II between BWN - KAN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRS.

TRACK - BWN - ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500 , DGR - ASN - 1/200 , SIGNALLING - MACL ,TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			63581	12317	12325	12303	12371	12381	12353	13187	12273
						BWN- RPH Pgr (MEMU)	KOAA- ASR Akal Takht EXP	KOAA- NLDM Gurumu khi EXP	HWH - NDLS Poorva EXP	HWH- BKN EXP	HWH - NDLS Poorva EXP	HWH - Lalkua n EXP	SDAH- RPH Exp	HWH- NDLS Duront o EXP
						Daily	SU,W.	TH.	M,TU,F, SA.	MON.	W,TH,S U.	FRI.	Daily	M,F.
		Maximum cum Booked Speed(Kmph)				*	130	130	130	130	130	130	110	130
106.73	7.17	BARDDHAMAN JN.	B-III		PTT	— 08:55	... 09:08	... 09:08	09:05 09:07 08:57	... 09:20	09:17 09:19 09:09	09:18 09:20 09:10	09:32 09:34 09:24	... 09:46
113.90	5.98	Talit	B-III			R 09:05 09:06	... 09:15	... 09:15	... 09:14	... 09:33	... 09:32	... 09:33	... 09:41	... 09:52
119.88	2.93	Khana Jn.	SPL-III			09:15	... 09:30	... 09:30	... 09:30	... 09:44	... 09:44	... 09:44	... 09:55	... 10:09
122.81	0.61	Khana L/C	SPL-III			09:16	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
123.42	6.29	Ishan Chandi(H)	D				... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
129.71	6.48	Galsi	SPL-III				... 09:35	... 09:35	... 09:35	... 09:49	... 09:49	... 09:49	... 09:49	... 10:14
136.19	8.05	Paraj	SPL-III				... 09:38	... 09:38	... 09:38	... 09:52	... 09:52	... 09:52	... 09:52	... 10:17
144.24	10.46	Mankar	SPL-III				... 09:42	... 09:42	... 09:42	... 09:56	... 09:56	... 09:56	... 09:56	... 10:21
154.70	7.61	Panagarh	SPL-III				... 09:47	... 09:47	... 09:47	... 10:01	... 10:01	... 10:01	... 10:01	... 10:27
162.31	7.74	Rajbandh	SPL-III				... 09:51	... 09:51	... 09:51	... 10:04½	... 10:04½	... 10:04½	... 10:04½	... 10:30½
170.05	3.45	Durgapur	SPL-III		PTT	T3 ... 09:59	T3 ... 09:59	T3 ... 09:59	09:57 09:59 09:49	10:11 10:13 10:03	10:11 10:13 10:03	10:11 10:13 10:03	... 10:13 10:03	... 10:34½
173.50	5.44	DCOP	SPL-III				... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
178.94	1.35	Waria	SPL-III				... 10:04	... 10:04	... 10:04	... 10:19½	... 10:19½	... 10:19½	... 10:19½	... 10:39
180.29	6.12	Pinjrapole B.H	SPL-III				... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
186.41	2.92	Andal Jn.	SPL-III				... 10:07½	... 10:07½	... 10:07½	... 10:23	... 10:23	... 10:23	... 10:23	... 10:43½
189.33	4.60	Bakhtamagar B.H	SPL-III				... 10:09	... 10:09	... 10:09	... 10:24½	... 10:24½	... 10:24½	... 10:24½	... 10:45
193.93	4.24	Raniganj	SPL-III		PTT		... 10:11½	... 10:11½	... 10:11½	... 10:27	... 10:27	... 10:27	... 10:27	... 10:47½
198.17	8.77	Nimcha B.H.	SPL-III				... 10:14	... 10:14	... 10:14	... 10:29½	... 10:29½	... 10:29½	... 10:29½	... 10:50
206.94	5.18	Kalipahari	SPL-III			E6 ... 10:25	E6 ... 10:25	E6 ... 10:25	E6 ... 10:25	... 10:34 T4	... 10:34 T4	... 10:34 T4	... 10:34 T4	... 10:54½
212.12		ASANSOL JN.	SPL-III		PTT		10:31 10:36 10:26	10:31 10:36 10:26	10:31 10:36 10:26	10:43 10:48 10:38	10:43 10:48 10:38	10:43 10:48 10:38	... 10:48 10:38	11:00 11:05 10:55
TER Time Provided					PTT		6	6	6	0	0	0		0
Traffic Recovery Time Provided							3	3	0	4	4	4		0
Operational Time Provided							0	0	0	0	0	0		0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

R. Will run via UP - II between BWN - KAN

B. Will run via UP-II between BWN - PAN

63513	22197	12363	13181	13053	12515	12509	12337	63515	15271	15233	15235	15227	22501	12507		STATION CODE
BWN- ASN MEMU Pgr.	KOAA- VGLJ P.S.S. EXP	KOAA-HDB Intercity Exp	KOAA- SHTT Kaziran ga Exp	HWH- RDP Kulik Exp	CBE- SCL Exp	SMVB- GHY Exp	HWH- BHP Shantini ketan Exp	BWN- ASN MEMU Pgr.	HWH- MFP jansadh aran EXP	KOAA- DBG EXP	HWH- DBG EXP	SMVB- MFP Exp	SMVB- NTSK S.F.Exp	TVC- SCL Exp		
Daily	SUN.	TU,TH,SA	MON	Daily	TU	F,SA,SU	Daily	Daily	WED.	TH,MON.	SAT.	FRI	Wed	TH		
*	130	110	130	130	130	130	130	*	130	130	130	130	130	130		
—	09:48	10:36	10:36	10:52	...	...	11:12	—	12:18	12:18	12:18	...	...	...		BWN
09:45	09:50	10:38	10:38	10:54	11:04	11:04	11:14	11:50	12:20	12:20	12:20	12:32	12:32	12:32	PTT	
	09:40	10:28	10:28	10:44			11:04		12:10	12:10	12:10					
B	...	...	...	...	...	...	...	11:58	...	...	...	R	R	R		TIT
09:56	...	...	...	...	...	...	...	11:59	12:27	12:27	12:27	12:38	12:38	12:38		
09:57	09:57	10:45	10:45	11:01	11:10	11:10	11:21	11:59	12:27	12:27	12:27	12:38	12:38	12:38		
10:09	...	...	...	...	...	...	...	12:14	...	...	...	...	...	...		KAN
10:10	10:15	10:55	10:55	11:07	11:20	11:20	11:34	12:15	12:48	12:48	12:48	12:49	12:49	12:49		KANL
...	...							...	...	...	...					
...	...							...	...	...	...					INCI
...	...							...	...	...	...					
10:17	...							12:22	...	...	...					GLI
10:18	10:20							12:23	12:53	12:53	12:53					
10:23	...							12:28	...	...	...					PAJ
10:24	10:23							12:29	12:56	12:56	12:56					
10:30	...							12:35	...	...	...					MNAE
10:31	10:27							12:36	13:00	13:00	13:00					
10:39	...							12:44	...	...	...					PAN
10:40	10:33							12:45	13:05	13:05	13:05					
10:46	...							12:51	...	...	...					RBH
10:47	10:37							12:52	13:08½	13:08½	13:08½					
10:53	...							12:58	13:14	13:14	13:14					DGR
10:55	10:41							13:00	13:16	13:16	13:16				PTT	
...	...							...	13:06	13:06	13:06					DCOP
...	...							...	...	...	...					
11:02	...							13:07	...	...	...					OYR
11:03	10:46							13:08	13:22	13:22	13:22					POL
...	...							...	...	...	...					
...	...							...	...	...	...					
11:09	...							13:14	...	...	...					UDL
11:10	10:50½							13:15	13:25½	13:25½	13:25½					BQT
...	...							...	...	...	...					
11:13	10:52							13:18	13:27	13:27	13:27					
									T3	T3						
11:17	...							13:22	13:31	13:31	13:31					RNG
11:18	10:54½							13:23	13:33	13:33	13:33					
...	...							...	13:23	T4	T4				PTT	
...	...							...	...	...	...					NMC
11:22½	10:57							13:27½	13:40	13:40	13:40					
								Q								
11:31	...							13:36	...	...	...					KPK
11:32	11:01½							13:37	13:44	13:44	13:44					
E7T15	T8							E7T15	E8	E8T5	E8T5					ASN
12:00	11:15							14:05	13:59	14:04	14:04					
—	11:20							—	14:09	14:09	14:09					
	11:10								13:59	13:59	13:59				PTT	
7	0							7	8	8	8					
15	8							15	0	12	12					
0	0							0	0	0	0					

R. Will run via UP - II between BWN - KAN Q. Will run via UP-II between KPK-ASN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - BWN-ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500 , DGR - ASN - 1/200 , SIGNALLING - MACL ,TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			15640	13418	63549	63517	13015	13151	12347		13025
						KYQ- PURI EXP	MLDT- DGHA EXP	BWN- ASN MEMU Pgr	BWN- ASN MEMU Pgr.	HWH- JMP Kaviguru EXP	KOAA - JAT EXP	HWH- RPH Exp		HWH - BPL EXP
						MON.	TH.	DAILY	Daily	DAILY	Daily	DAILY		MON.
Maximum cum Booked Speed(Kmph)						130	110	*	*	110	130	110		130
106.73	7.17	BARDDHAMAN JN.	B-III		PTT			12:30	13:00	12:53 12:55 12:45	13:25 13:27 13:17	13:27 13:29 13:19		13:37 13:39 13:29
113.90	5.98	Talit	B-III		PTT			12:48 12:49	13:08 13:09	R ...	...	R ...		...
119.88	2.93	Khana Jn.	SPL-III		PTT			12:54 12:55	13:24 13:25	...	...	...		...
122.81	0.61	Khana L/C	SPL-III					...	...	...	...	...		...
123.42	6.29	Ishan Chandi(H)	D					...	...	...	...	...		...
129.71	6.48	Galsi	SPL-III					13:02 13:03	13:32 13:33		...	...		...
136.19	8.05	Paraj	SPL-III					13:08 13:09	13:38 13:39		...	...		...
144.24	10.46	Mankar	SPL-III					13:15 13:16	13:45 13:46		...	...		...
154.70	7.61	Panagarh	SPL-III		PTT			13:24 13:25	13:54 13:55		14:09 14:13 14:03			...
162.31	7.74	Rajbandh	SPL-III					13:31 13:32	14:01 14:02		...	...		...
170.05	3.45	Durgapur	SPL-III		PTT	13:25 13:50 13:40	13:25 13:50 13:40	13:38 13:39	14:09 14:10		14:25 14:27 14:17			14:32 14:34 14:24
173.50	5.44	DCOP	SPL-III			...	...	...	...		...			...
178.94	1.35	Waria	SPL-III			...	...	13:47 13:48	14:18 14:19		...	14:34½		...
180.29	6.12	Pinjrapole B.H	SPL-III			...	...	...	...		...			...
186.41	2.92	Andal Jn.	SPL-III		PTT	...	...	13:55 14:05	14:26 14:27		14:42 14:44 14:34			...
189.33	4.60	Bakhtarnagar B.H	SPL-III			...	...	...	...		...			...
193.93	4.24	Raniganj	SPL-III		PTT	14:07 OP4 ...	14:07 OP4 ...	...	14:30		14:47½			14:47
198.17	8.77	Nimcha B.H.	SPL-III			14:14 OP3 ...	14:14 OP3 ...	14:04 14:05	14:34 14:35		14:55 14:57 14:47			14:49½
206.94	5.18	Kalipahari	SPL-III			14:20 E2T3 ...	14:20 E2T3 ...	14:11 14:17 14:18	14:39½ E7T2 14:56 14:57		15:03 ...			14:52½
212.12		ASANSOL JN.	SPL-III			14:55 15:30 E2T16	14:55 15:30 E2T16	14:40 15:07	15:07		15:15 15:20			15:04 15:09
						15:20	15:20	...	...		15:10			14:59
TER Time Provided						4	4	7	7		0			0
Traffic Recovery Time Provided						19	19	9	6		0			0
Operational Time Provided						7	7	0	0		0			0

R. Will run via UP - II between BWN - KAN

Q. Will run via UP-II between KAN-ASN

B. Will run via UP - II between DGR-ASN

N. Will run via UP-II betn KPK-ASN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

	12357	13167	13031		19607	13137	12327	12369	11448	13161	19414	22317			STATION CODE
	KOAA- ASR Durgiana EXP	KOAA - AGC EXP	HWH- JYG Exp		KOAA - MDJN EXP	KOAA - AMH EXP	HWH - DDN Upasan a EXP	HWH -HW Kumbh EXP	HWH - JBP Shaktip unj EXP	KOAA- BLGT Exp	KOAA - RJT EXP	SDAH - JAT Humsaf ar EXP			
	TU,SA	TH.	Daily		TH.	MON.	TU,F.	M,W,TH,S A,SU.	Daily	SAE	SA.	MON			
	130	130	110		130	130	130	130	130	110	130	130			
	...	...	13:41		14:00	14:00	...	...	14:17	14:28	...	...		PTT	BWN
	13:42	13:42	13:43 13:33		14:02	14:02	14:06	14:06	14:19	14:30	14:41	14:41			
	...	...	R 13:55		M ...	M ...	...	...	...	R ...	...	...		PTT	TIT
	13:47½	13:47½	13:56 13:46		14:09	14:09	14:11½	14:11½	14:30	14:37	14:48	14:48			
	...	...	14:03		...	...	...	...	...	...	...	...		PTT	KAN
	13:53	13:53	14:04 13:54		14:22	14:22	14:28	14:28	14:41	14:47	14:58	14:58			
	...	...	...		...	...	...	...	...	...	...	...			KANL
	...	...	...		...	...	...	...	...	...	...	...			INCI
	...	...	...		...	...	...	...	...	...	...	...			GLI
	13:58	13:58	...		14:28½	14:28½	14:33	14:33	14:47	...	15:03	15:03			PAJ
	...	...	...		...	...	...	...	...	...	...	...			
	14:01	14:01	...		14:32	14:32	14:36	14:36	14:50	...	15:06	15:06			MNAE
	...	...	...		...	...	...	...	...	...	...	...			
	14:05	14:05	...		14:36½	14:36½	14:40	14:40	14:54	...	15:10	15:10			PAN
	...	...	...		...	...	...	...	...	...	...	...		PTT	
	14:10	14:10	...		14:43½	14:43½	14:45	14:45	14:59	...	15:15	15:15			
	...	...	...		...	...	...	...	...	...	...	...			RBH
	14:13½	14:13½	...		14:48	14:48	14:48½	14:48½	15:02½	...	15:18½	15:18½			
	...	...	...		14:55	14:55	...	...	15:08	...	15:25	T3 ...			DGR
	14:17½	14:17½	...		14:57	14:57	14:52½	14:52½	15:10	...	15:27	15:27		PTT	
	...	...	...		14:47	14:47	...	...	15:00	...	15:17	...			DCOP
	...	...	...		...	...	...	...	...	...	...	...			
	...	...	...		...	...	...	...	...	...	...	T2 ...			OYR
	14:22	14:22	...		15:03½	15:03½	14:57	14:57	15:16½	...	15:32	15:32			
	...	...	...		...	...	...	...	...	...	...	...			POL
	...	...	...		...	...	...	...	...	...	...	...			
	14:25½	14:25½	...		15:09½	15:09½	15:01	15:01	15:20	...	15:36	15:36		PTT	UDL
	...	...	...		...	...	...	...	...	...	...	...			BQT
	14:27	14:27	...		15:11½	15:11½	15:03	15:03	15:21½	...	15:38	15:38			
	...	...	...		...	...	...	...	...	...	...	...			
	14:30	14:30	...		15:18	T3 ...	...	...	15:26	...	E7 ...	E7 ...			RNG
	...	...	...		15:20	15:20	15:05½	15:05½	15:28	...	15:48	15:48		PTT	
	...	...	...		15:10	T2 ...	...	...	15:18	...	...	...			NMC
	14:33	14:33	...		15:25	15:25	15:08½	15:08½	15:32½	...	15:51	15:51			
	OP6	OP6	...		...	...	...	...	...	...	...	...			
	...	...	...		...	...	...	...	...	...	...	...			KPK
	14:43	14:43	...		15:31	15:31	15:12½	15:12½	15:36½	...	15:55	15:55			
	...	...	...		...	...	...	...	...	...	...	...			
	14:50	14:50	...		15:37	15:37	T10 15:29	T10 15:29	15:45	...	E1 16:02	E1T2 16:05			ASN
	14:52	14:52	...		15:42	15:42	15:34	15:34	15:50	...	16:07	16:07			
	14:42	14:42	...		15:32	15:32	15:24	15:24	15:40	...	15:57	15:57		PTT	
	0	0	...		0	0	0	0	0	...	8	8			
	0	0	...		0	5	10	10	0	...	0	7			
	6	6	...		0	0	0	0	0	...	0	0			

R.Will run via UP-II between BWN-KAN

M.Will run via UP-II between BWN-ASN

16

BARDHAMAN JN. - ASANSOL JN. - 105.39 Kms.

UP

TRACK - BWN - ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500, DGR - ASN - 1/200, SIGNALLING - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			12319	12315	12379	12329	63141	12305	12023	12041	63521	22503
						KOAA - GWL EXP	KOAA - UDZ EXP	SDAH- ASR Jallianw albag EXP	SDAH - ANVT Sampark Kranti EXP	SDAH- GODA PGR (MEMU)	HWH - NDLS Rajdhani EXP	HWH - PNBE Jan Shatabdi EXP	HWH- NJP Shatabd i Exp	BWN- ASN MEMU Pgr.	DBRG- CAPE VIVEK EXP
						WED.	TH.	FRI.	TU.	DAILY	SU.	SUE.	SUE.	Daily	Daily
Maximum cum Booked Speed(Kmph)						130	130	130	130	*	130	130	130	*	130
106.73	7.17	BARDHAMAN JN.	B-III		PTT	...	14:39 14:41	14:39 14:31	14:39 14:41	14:43 14:45	15:07 15:09	...	15:27 15:09½	15:27 15:19	15:36 15:28
113.90	5.98	Talit	B-III			...	...	...	...	R 14:52	...	...	R ...	15:38 15:39	...
119.88	2.93	Khana Jn.	SPL-III			...	14:48	14:48	14:48	14:53	15:15	15:15	15:35	15:54	16:01
122.81	0.61	Khana L/C	SPL-III			...	14:58	14:58	14:58	15:00	15:28	15:27	15:48	15:55	16:01
123.42	6.29	Ishan Chandi(H)	D			...	...	...	...	...	...	...	...	...	...
129.71	6.48	Galsi	SPL-III			...	15:03	15:03	15:03	...	15:33	15:32	...	16:02 16:03	...
136.19	8.05	Paraj	SPL-III			...	15:06	15:06	15:06	...	15:36	15:35	...	16:08 16:09 Q	...
144.24	10.46	Mankar	SPL-III			...	15:10	15:10	15:10	...	15:40	15:39	...	16:15 16:16	...
154.70	7.61	Panagarh	SPL-III		PTT	...	15:15	15:15	15:15	...	15:45	15:44	...	16:24 16:25	...
162.31	7.74	Rajbandh	SPL-III			...	15:18½	15:18½	15:18½	...	15:48½	15:47½	...	16:32 16:33	...
170.05	3.45	Durgapur	SPL-III		PTT	...	15:25 15:27 15:17	...	15:25 15:27 15:17	...	15:51½	15:53 15:55 15:45	...	16:40 16:42	...
173.50	5.44	DCOP	SPL-III			...	...	...	...	...	...	...	...	...	...
178.94	1.35	Waria	SPL-III			...	15:32	15:32	15:32	...	15:56	15:59½	...	16:51 16:52	...
180.29	6.12	Pinjrapole B.H	SPL-III			...	...	...	...	...	...	...	...	...	...
186.41	2.92	Andal Jn.	SPL-III		PTT	...	15:36	15:36	15:36	...	15:59½	16:03	...	17:00 17:01	...
189.33	4.60	Bakhtarnagar B.H	SPL-III			...	15:38 E7	15:38 T7	15:38 E7	...	16:01	16:04½	...	17:05	...
193.93	4.24	Raniganj	SPL-III			...	15:48	15:48	15:48	...	16:03½	16:07	...	17:10 17:11	...
198.17	8.77	Nimcha B.H.	SPL-III			...	15:51	15:51	15:51	...	16:06	16:09½	...	17:15½	...
206.94	5.18	Kalipahari	SPL-III			...	15:55 E1	15:55 E2	15:55 E1	...	16:10	16:13½ E8T3	...	17:22 17:23 E7T8	...
212.12		ASANSOL JN.	SPL-III			...	16:02 16:07	16:02 16:07	16:02 16:07	...	16:15½	16:31 16:40	...	17:45	...
					PTT	15:57	15:57	15:57	15:57		16:30				
TER Time Provided						8	2	8	8		0	8		7	
Traffic Recovery Time Provided						0	12	0	0		0	3		8	
Operational Time Provided						0	0	0	0		0	0		0	

R. Will run via UP - II between BWN - KAN

Q. Will run via UP - II between PAJ-ASN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

13105	13427	63519	63011	22611	13425	22347	15047	15049	15051	12345	63523	13011	63583		STATION CODE
SDAH - BUI EXP	HWH SBG INTERCITY EXP	BWN-BKSC MEMU Pgr.	BWN-RPH Pgr. (MEMU)	MAS - NJP EXP	MLDT-Surat EXP	VANDE BHARAT EXP	KOAA - GKP Purvanchal EXP	KOAA - GKP Purvanchal EXP	KOAA - GKP Purvanchal EXP	HWH-GHY Saraighat Exp	BWN-ASN MEMU Pgr.	HWH-MLDT Inter City Exp	BWN-RPH Pgr. (MEMU)		
Daily	Daily	Daily	Daily	TH.	SA	Expt w	M,TU,TH,SA.	SU,W	FRI.	DAILY	Daily	Daily	Daily		
110	110	*	*	130	130	130	130	130	130	130	*	130	*		
15:46	15:50	—	—			...	16:57	16:57	16:57	17:07	—	17:22	—		BWN
15:48	15:52	15:57	16:10			16:45	16:59	16:59	16:59	17:09	17:20	17:24	17:35	<u>PTT</u>	
15:38	15:42						16:49	16:49	16:49	16:59		17:14			
...	R		R			...	...	...	...	...	17:31	R	17:42		TIT
15:56	16:02	16:08	16:18			16:50	17:06	17:06	17:06	17:17	17:32	17:31	17:43		
...	...	16:09	16:19			...	...	...	...	...	17:33	...	17:53		KAN
16:08	16:07	16:19	16:31			17:04	17:15	17:15	17:15	17:30	17:44	17:36	17:54		
...	...	16:20	16:32			...	...	...	...	...	17:45	...	...		KANL
...	...	T	...			...	...	...	...	...	...	...	...		INCI
...	...	...	...			...	...	...	...	...	...	...	...		
...	...	16:23	...			...	...	...	...	...	...	...	...		GLI
...	...	16:24	...			...	...	...	...	...	...	...	...		
16:13½	...	16:29	...			17:08½	17:20	17:20	17:20	...	17:52	...	...		
...	...	16:30	...			...	...	...	...	...	17:53	...	...		PAJ
16:17	...	16:35	...			17:11½	17:23	17:23	17:23	...	17:58	...	...		
...	...	16:36	...			...	...	...	...	...	17:59	...	...		MNAE
16:21½	...	16:42	...			17:15	17:27	17:27	17:27	...	18:05	...	...		
...	...	16:43	...			...	...	...	...	...	18:06	...	...		
16:29	...	16:51	...			...	17:32	...	...	...	U	...	...		PAN
16:31	...	16:52	...			17:19½	17:33	17:33	17:33	...	18:14	...	...		
16:21	...	...	...			...	17:23	T1	T1	...	18:15	...	...	<u>PTT</u>	
...	...	16:58	...			...	...	...	...	...	18:22	...	...		RBH
16:37	...	16:59	...			17:23	17:38	17:38	17:38	...	18:23	...	...		
16:44	...	17:05	...	17:25	17:25	17:28	17:43	17:43	17:43	...	18:30	...	...		DGR
16:46	...	17:06	...	17:45	17:45	17:30	17:45	17:45	17:45	...	18:32	...	...	<u>PTT</u>	
16:36	...	...	...	17:35 N	17:35 P	17:20	17:35	17:35	17:35	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		DCOP
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
16:53	...	17:13	...	17:55	17:55	17:34½	17:50½	17:50½	17:50½	...	18:41	...	...		OYR
...	...	17:14	...	...	...	...	...	...	...	...	18:42	...	...		POL
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...		
17:00	...	17:20	...	E2T5	...	...	...	...	...	...	18:49	...	...		UDL
17:02	...	17:21	...	18:10	18:02	17:38	17:54	17:54	17:54	...	18:50	...	...	<u>PTT</u>	
16:52	...	...	...	18:12	...	...	...	...	...	...	...	...	...		
...	...	17:24	...	...	18:04	17:39½	17:55½	17:55½	17:55½	...	18:54	...	...		BQT
17:05	...	...	...	T4	...	...	...	...	...	...	...	...	...		
...	...	17:28	...	...	18:12	17:42	17:58	17:58	17:58	...	18:59	...	...		RNG
17:07½	...	17:29	...	...	...	...	...	...	...	...	19:00	...	...		NMC
...	...	17:34½	...	...	18:15	17:44½	18:00½	18:00½	18:00½	...	...	...	...		
17:10½	...	...	...	...	...	...	...	...	...	...	19:04½	...	...		
...	...	E4	...	...	...	...	...	...	...	...	...	...	...		KPK
17:15½	...	17:45	...	...	18:20	17:47½	18:04½	18:04½	18:04½	...	19:12	...	...		
...	...	17:46	...	...	...	...	...	...	...	...	19:13	...	...		
17:21	...	E3T24	...	...	...	...	...	...	...	...	E7T24	...	...		ASN
17:26	...	18:20	...	...	18:25	17:54	18:10	18:10	18:10	...	19:50	...	...		
17:16	...	18:25	...	...	18:35	17:57	18:20	18:20	18:20	...	...	...	...	<u>PTT</u>	
0	0	7	...	2	0	0	0	0	0	...	7	...	...		
0	0	19	...	5	4	0	0	1	1	...	24	...	...		
0	0	0	...	0	0	0	0	0	0	...	0	...	...		

R. Will run via UP - II betn BWN - KAN

N. Will run via UP - II betn DGR-UDL

T. Will run via UP - II between KAN - ASN

P. Will run via UP - II between DGR-RNG

U. Will run via UP - II between MNAE-ASN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - BWN -ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500, DGR - ASN - 1/200, SIGNALLING - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			12301 HWH - NDLS Rajdhani EXP	12313 SDAH - NDLS Rajdhani EXP	12259 SDAH - BKN DURONT O EXP	13021 HWH - RXL Mithila EXP	13045 HWH- DGHR Mayurak shi EXP.	12339 HWH - DHN Coalfield EXP	53047 HWH- RPH Biswabh arati, F. Pgr.	12175 HWH - GWL Chamba I EXP	12177 HWH - MTJ Chamba I EXP
						SUE.	Daily	M,W,TH, SU	Daily	Daily	Daily	Daily	W,SU	FRI
Maximum cum Booked Speed(Kmph)						130	130	130	130	110	130	110	130	130
106.73	7.17	BARDDHAMAN JN.	B-III		PTT	...	...	...	18:18	18:33	...	18:48	19:05	19:05
						17:50½	18:04	18:15	18:20	18:35	18:40½	18:50	19:07	19:07
									18:10	18:25			18:57	18:57
113.90	5.98	Talit	B-III			...	...	...	...	Q	...	R	...	...
						17:56	18:12½	18:23½	18:38	18:42	18:46	18:58	19:14	19:14
119.88	2.93	Khana Jn.	SPL-III			...	...	...	...	...	...	18:59	...	...
122.81	0.61	Khana L/C	SPL-III			18:09	18:21	18:36	18:44	18:46	18:52	19:06	19:23	19:23
						...	...	...	...	...	...	19:07	...	...
123.42	6.29	Ishan Chandi(H)	D			...	...	...	...	...	...	...	...	...
						...	...	...	...	...	...	...	...	...
129.71	6.48	Galsi	SPL-III			18:14	18:26	18:41	18:49	18:51½	18:57	...	19:28	19:28
136.19	8.05	Paraj	SPL-III			18:17	18:29	18:44	18:52	18:55	19:00	...	19:31	19:31
144.24	10.46	Mankar	SPL-III			18:21	18:33	18:48	18:56	19:00	19:07	...	19:35	19:35
						...	...	...	...	19:01	19:08	...	...	...
154.70	7.61	Panagarh	SPL-III		PTT	...	...	...	19:03	19:10	19:15	...	...	...
					PTT	18:26	18:38	18:53	19:05	19:12	19:16	...	19:40	19:40
						...	...	...	18:55	19:02	19:06	...	...	...
162.31	7.74	Rajbandh	SPL-III			18:29½	18:41½	18:56½	19:10	19:18	19:19	...	19:43½	19:43½
						...	...	...	...	...	OP3	...	T4	T4
170.05	3.45	Durgapur	SPL-III			18:33½	18:48	19:01½	19:16	19:25	19:28	...	19:54	19:54
					PTT	...	18:50	...	19:21	19:27	19:30	...	19:56	19:56
173.50	5.44	DCOP	SPL-III			...	18:40	...	19:11	19:17	19:20	...	19:46	19:46
						...	...	...	...	...	...	...	...	...
178.94	1.35	Waria	SPL-III			...	...	...	19:27	19:36	19:37	...	...	...
					PTT	18:38	18:56½	19:06	19:29	19:37	19:38	...	20:02½	20:02½
						...	...	...	19:19	19:27	19:28	...	...	...
180.29	6.12	Pinjrapole B.H	SPL-III			...	...	...	...	...	...	...	...	...
						...	...	...	...	...	...	...	...	...
186.41	2.92	Andal Jn.	SPL-III			18:41½	19:00	19:09½	19:34	19:50	19:44	...	...	...
					PTT	...	...	...	19:36	19:52	19:46	...	20:06	20:06
						...	...	...	19:26	19:42	19:36	...	...	...
189.33	4.60	Bakhtarnagar B.H	SPL-III			18:43	19:01½	19:11	19:39	...	19:50	...	20:08	20:08
193.93	4.24	Raniganj	SPL-III			...	...	...	19:43	...	19:55	...	...	...
					PTT	18:45½	19:04	19:13½	19:45	...	19:57	...	20:10½	20:10½
						...	...	...	19:35	...	19:47	...	...	...
198.17	8.77	Nimcha B.H.	SPL-III			18:48	19:06½	19:16	19:49	...	20:02	...	20:16	20:16
						...	...	...	...	...	...	...	...	...
206.94	5.18	Kalipahari	SPL-III			18:52	19:10½	19:20	19:53	...	20:06	...	20:20	20:20
						...	...	E4	T3	...	T2	...	T10	T10
212.12		ASANSOL JN.	SPL-III			18:57	19:16	...	20:03	...	20:14	...	20:35	20:35
						18:59	19:20	19:30	20:08	...	20:17	...	20:40	20:40
					PTT	18:49	19:10	19:30	19:58	...	20:07	...	20:30	20:30
TER Time Provided						0	0	4	0	5	0		0	0
Traffic Recovery Time Provided						0	0	0	3	0	2		14	14
Operational Time Provided						0	0	0	0	0	3		0	0

R. Will run via UP - II between BWN - KAN

Q. Will run via UP - II between BWN - UDL

20975	22912	12383	12341	13179	12513	12503	12323	12551	63525	22511	13005	13185	07030	63069	12333		STATION CODE
HWH - AGC Chamba I EXP	HWH - Indore Shipra EXP	SDAH - ASN Intercity EXP	HWH - ASN Agnivee na EXP	SDAH SURI MEMU EXP	SC-GHY Exp	SMVB-AGTL Exp	HWH - BME EXP	YPR - KYQ AC EXP	BWN-ASN MEMU Pgr.	LTT-KYQ Exp	HWH - Amritsar Mail	SDAH-JYG Gangasagar Exp.	SC AGTL TOD SPL	BWN-RPH Pgr.	HWH - PRRB Vibhuti Exp.		
TU	M,TH,SA.	SUE	Daily	DAILY	SU	W,SA	TU,FRI.	SUN	Daily	WED	Daily	Daily	TUE	Daily	Daily		
130	130	110	130	*	130	130	130	130	*	130	130	110	110	*	130		
19:05 19:07 18:57	19:05 19:07 18:57	19:17 19:19 19:09	19:27 19:29 19:19	19:35 19:37 19:27	...	...	...	...	...	20:10 20:12 20:02	20:22 20:24 20:14	20:30 20:32 20:22	20:07 20:09 19:59	...	21:02 21:04 20:54	PTT	BWN
...	...	...	...	R	R	R	...	...	P	...	...	...	...	21:00	...	...	TIT
19:14	19:14	19:26	19:41	19:44	19:56½	19:56½	20:00	...	20:13 20:14	20:19	20:31	20:49	20:16	21:01	21:11	...	KAN
19:23	19:23	19:38	19:49	19:59	20:10	20:10	20:17	...	20:29 20:30	20:26	20:48	20:58	20:23	21:06	21:32	...	KANL
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	INCI
...	...	...	...	...	...	...	...	...	20:34 20:35	...	...	...	...	...	...	...	GLI
19:28	19:28	19:43½	19:54	20:05	...	...	20:22	...	20:41 20:42	...	20:53	21:03½	...	...	21:37½	...	PAJ
19:31	19:31	19:48	19:57	20:08	...	...	20:25	...	20:47 20:48	...	20:56	21:07	...	...	21:41	...	MNAE
19:35	19:35	19:52½	20:02 19:53	20:14	...	...	20:29	...	20:54 20:55	...	21:00	21:11½	...	...	21:45½	PTT	PAN
...	...	20:00	20:12	20:22	...	...	...	...	21:03 21:04	...	...	...	...	...	21:52 21:53 21:43	PTT	PAN
19:40	19:40	20:01 19:51	20:13 20:03	20:23 20:13	...	...	20:34	...	...	...	21:05	21:17½	...	...	...	...	RBH
19:43½	19:43½	20:07½	20:16½	20:29	...	...	20:37½	...	21:10 21:11	...	21:08½	21:22	...	...	21:59½	...	DGR
19:54	19:54	20:13	20:25	20:35	...	...	...	20:15	21:18	...	21:14	21:29	...	...	22:06	...	DGR
19:56	19:56	20:14	20:27	20:37	...	...	20:41½	20:50	21:20	...	21:16	21:34	...	...	22:08	PTT	DCOP
19:46	19:46	20:04	20:17	20:27	...	...	...	20:40	...	...	21:06	21:24	...	...	21:58	...	OYR
...	...	...	...	...	...	...	...	OP6	21:28 21:29	...	...	...	...	...	...	...	POL
20:02½	20:02½	20:21	20:33½	20:43½	...	...	20:46	21:05½	...	...	21:22	21:41	...	...	22:15	PTT	POL
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	UDL
20:06	20:06	20:27 20:28 20:18	20:39 20:41 20:31	E4T2 20:59 21:04 20:54	...	...	20:52	21:16 21:18	21:37 21:38	...	21:25½	21:45½	...	...	22:19½	PTT	BQT
20:08	20:08	20:32	20:45½	...	...	...	20:53½	...	21:42	...	21:27	21:47½	...	...	22:21½	...	RNG
20:10½	20:10½	20:36 20:37 20:27	20:51 20:53 20:43 M	...	...	...	20:56	...	21:48 21:49	...	21:31 21:33 21:23	21:54 21:56 21:46	...	...	22:24	PTT	NMC
20:16	20:16	20:43	20:59	...	...	...	20:58½	...	21:53½	...	21:37	22:01	...	...	22:27	...	KPK
20:20	20:20	20:49 E8T3	21:04 E8T10	...	...	...	21:13	22:02 22:03 E6T25	...	...	21:41	22:06	...	...	22:32	...	ASN
20:35	20:35	21:10	21:30	...	...	...	21:18	22:40	...	...	21:48	22:12	...	...	22:37	...	ASN
20:40	20:40	...	...	...	...	...	21:23	...	...	...	21:53	22:17	...	...	22:42	...	PTT
20:30	20:30	...	...	...	...	...	21:13	...	...	...	21:43	22:07	...	...	22:32	...	
0	0	8	8	4	...	...	0	3	6	...	0	0	...	...	0	...	
14	14	3	10	2	...	...	0	0	25	...	0	0	...	...	0	...	
0	0	0	0	0	...	...	10	6	0	...	0	0	...	...	0	...	

B. Will run via UP - II between DGR-UDL

M. Will run via UP - II between RNG-ASN

P. Will run via UP - II between BWN - ASN

R. Will run via UP - II between BWN - KAN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - BWN -ASN - Quadruple. RULLING GRADIENT -KAN - DGR - 1/500, DGR - ASN - 1/200, SIGNALLING - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			13147	13127	13121	22305	13023	63527	12351		13149
						SDAH- BXT Uttarban ga Exp	KOAA - ARA Garib Rath Exp.	KOAA - GCT Exp.	SMVB - JSME Exp	HWH- GAYA Exp	DGR- ASN MEMU PGR	HWH - RJPB Exp.		SDAH- APDJ Exp
						Daily	TU,TH, SA.	SUN.	MON	Daily	Daily	Daily		Daily
Maximum cum Booked Speed(Kmph)						130	130	130	130	110	*	130		130
106.73	7.17	BARDDHAMAN JN.	B-III		PTT	21:19 21:21 21:11	...	...	21:28 21:30 21:20	21:38 21:40 21:30		21:45 21:47 21:37		22:15 22:17 22:07
113.90	5.98	Talit	B-III			R	...	...		R				R
119.88	2.93	Khana Jn.	SPL-III			21:28 21:40	21:34½ 21:46	21:34½ 21:46	21:37 21:46	21:47 21:59		21:54 22:05		22:24 22:39
122.81	0.61	Khana L/C	SPL-III			...	...	...	...			...		
123.42	6.29	Ishan Chandi(H)	D			...	...	...	...			...		
129.71	6.48	Galsi	SPL-III				21:51	21:51	21:51			22:10		
136.19	8.05	Paraj	SPL-III				21:54	21:54	21:54			22:13		
144.24	10.46	Mankar	SPL-III				21:58	21:58	21:58			22:17		
154.70	7.61	Panagarh	SPL-III				22:03	22:03	22:03			22:22		
162.31	7.74	Rajbandh	SPL-III				OP2 22:09	OP2 22:09	OP2 22:09			22:25½		
170.05	3.45	Durgapur	SPL-III		PTT	22:16 22:18 22:08	22:16 22:18 22:08	22:16 22:18 22:08			22:25	22:32 22:34 22:24		
173.50	5.44	DCOP	SPL-III			...	...	...			P	...		
178.94	1.35	Waria	SPL-III			22:24	22:24	22:24			22:32 22:33	22:40½		
180.29	6.12	Pinjrapole B.H	SPL-III			...	...	...			...	...		
186.41	2.92	Andal Jn.	SPL-III		PTT	22:27½	22:27½	22:27½			22:39 22:40	22:44		
189.33	4.60	Bakhtarnagar B.H	SPL-III			22:29	22:29	22:29			22:43½	22:46		
193.93	4.24	Raniganj	SPL-III		PTT	22:31½	22:31½	22:31½			22:48 22:49	22:53 22:55 22:45		
198.17	8.77	Nimcha B.H.	SPL-III			22:34	22:34	22:34			22:54½	23:00		
206.94	5.18	Kalipahari	SPL-III			22:39	22:39	22:39			23:01 23:02 E3T13	23:04		
212.12		ASANSOL JN.	SPL-III			22:46 22:51 22:41	22:46 22:51 22:41	22:46 22:51 22:41			23:25 —	23:10 23:15 23:05		
						PTT								
TER Time Provided							0	0	0		3	0		
Traffic Recovery Time Provided							0	0	0		13	0		
Operational Time Provided							2	2	2		0	0		

P. Will run via UP - II between DGR-ASN

R. Will run via UP - II between BWN - KAN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

13009	13071			12311		13155	13157	13135	13019	12343		22213				STATION CODE
HWH - YNRK Doon EXP	HWH-JMP Exp			HWH - KLK Netaji Exp		KOAA - SMI EXP	KOAA - MFP TRIHUT EXP	KOAA - JYG EXP	HWH - KGM BAGH EXP	SDAH-HDB Darjeeling Mail		SHM PNBE DURON TO EXP				
Daily	Daily			Daily		SU,TH	TU.	SA	DAILY	DAILY		M,W,F				
130	130			130		130	130	130	110	130		130				
22:25	22:32			23:03		23:21	23:21	23:21	23:31	23:35		...				BWN
22:27	22:34			23:05		23:23	23:23	23:23	23:33	23:37		23:48				
22:17	22:24			22:55		23:13	23:13	23:13	23:23	23:27					PTT	
	R									R						
...	...			...		...	...	...	...	...		...				TIT
22:41	22:41			23:12		23:32	23:32	23:32	23:42	23:44		23:59				
...	...			...		...	...	...	...	...		...				KAN
22:51	23:08			23:30		23:40	23:40	23:40	23:56	00:02		00:07				
...	...			...		...	...	...	...	...		...				KANL
...	...			...		...	...	...	...	...		...				INCI
...	...			...		...	...	...	...	...		...				GLI
22:56				23:35½		23:45½	23:45½	23:45½	00:01½			00:12				
...	...			...		...	...	...	...	...		...				PAJ
22:59				23:39		23:49	23:49	23:49	00:05			00:15				
...	...			...		...	...	...	...	...		...				MNAE
23:03				23:43½		23:53½	23:53½	23:53½	00:09½			00:19				
23:11				...		...	...	...	00:17			...				PAN
23:13				23:49½		00:00½	00:00½	00:00½	00:19			00:24				
23:03									00:09 B						PTT	
...	...			...		...	...	...	...			...				RBH
23:18½				23:54		00:05	00:05	00:05	00:25			00:27½				
23:23				00:01		00:14	00:14	00:14	00:34			...				DGR
23:25				00:03		00:16	00:16	00:16	00:36			00:31½				
23:15				23:53		00:06	00:06	00:06	00:26						PTT	
...	...			...		...	...	...	...			...				DCOP
...	...			...		...	...	...	...			...				OYR
23:31½				00:09½		00:24	00:24	00:24	00:44			00:36				
...	...			...		...	...	...	...			...				POL
...	...			...		...	...	...	...			...				UDL
23:35				00:14		00:28½	00:28½	00:28½	00:52			00:39½				
...	...			...		...	...	...	00:42			...			PTT	
23:36½				00:16		00:30½	00:30½	00:30½	00:56			00:41				BQT
23:42				...		...	...	...	01:03			...				RNG
23:44				00:19		00:33	00:33	00:33	01:05			00:43½				
23:34				...		...	...	...	00:55			...			PTT	
23:49½				00:22		00:36	00:36	00:36	01:10			00:46				NMC
...	...			...		...	...	...	...			...				KPK
23:53½				00:27		00:41 E8T9	00:41 E8T9	00:41 E8T9	01:15			00:50 E8				
00:01				00:32		01:05	01:05	01:05	01:21			01:05				ASN
00:06				00:37		01:10	01:10	01:10	01:26			01:10				
23:56				00:27		01:00	01:00	01:00	01:16			01:00			PTT	
0				0		8	8	8	0			8				
0				0		9	9	9	0			0				
0				0		0	0	0	0			0				

R. Will run via UP - II between BWN - KAN

B. Will run via UP - II between PAN-ASN

TRACK - ASN - STN Quadruple, STN - MDP - Double, **RULLING GRADIENT** - ASN STN 1/200, STN - MDP 1/160 **SIGNALLING** - ASN - MDP - MACL , **TRACTION** - Electrified, **Speed**-ASN-STN-130 Kmph(Up-I), ASN-STN-110Kmph(Up-II), STN-SLS- 110 Kmph, SLS-MDP-130Kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	S T A T I O N S	Class of Stn & Standar d of Inter Lock ing	13287	13155	13157	13135	22213	13019	18105	18119	18181
				Durg - ARA Exp.	KOAA - SMI Exp.	KOAA - MFP Exp.	KOAA - JYG Exp.	SHM - PNBE Duronto Exp.	HWH - KGM BAGH EXP	ROU- JYG EXP	TATA JYG WKLY EXP	TATA- THE EXP
				Daily	M,F	WED.	SUN.	TU,TH, SA	Daily	W, F, SU.	SA	TU,W,F, SA
		Maximum cum Booked Speed(Kmph)		130	130	130	130	130	110	110	110	110
212.12	5.15	ASANSOL JN.	Spl RRI		00:05 00:25	01:05 01:10	01:05 01:10	01:05 01:10	01:21 01:26			01:35 01:55
217.27	3.78	PTT BARACHAK JN.	Spl - III		00:15 ...	01:00 ...	01:00 ...	01:00 ...	01:16 ...			01:45 02:01
221.05	2.2	SITARAMPUR JN.	Spl-RRI		... 00:34½	... 01:22½	... 01:22½	... 01:22½	... 01:37½			... 02:05½
223.25	1.15	KULTI L/C	B - III		... ...	... ...	... ...	... ...	... ...	... 01:37	... 01:37	... ...
224.4	2.22	SITARAMPUR L/C	B - III		... ...	... ...	... ...	... ...	... ...	... 01:45 T2	... 01:45 T2	... ...
225.47	7.24	SALANPUR	B - III		... 00:38½	... 01:26	... 01:26	... 01:26	... 01:41	... 01:50	... 01:50	... 02:09
232.71	4.33	RUPNARAYANPUR	B - III		... 00:42½	... 01:30	... 01:30	... 01:30	... 01:45	... 01:54	... 01:54	... 02:13
237.04	5.74	CHITTARANJAN PTT	B - III		00:47 00:49 00:39	01:35 01:37 01:27	01:35 01:37 01:27	... 01:33 01:27	01:50 01:52 01:42	... 01:59	... 01:59	T5 02:23 02:25 02:15
242.78	8.68	BODMA IBH	Spl - III		... 00:55	... 01:43	... 01:43	... 01:43	... 01:37	... 01:58	... 02:04	... 02:04 02:31½
251.46	8.78	JAMTARA PTT	B - III		01:00 01:02 00:52	... 01:48	... 01:48	... 01:48	... 01:42	... 02:03	... 02:09	02:39 02:41 02:31
260.24	9.35	KASEETAR	Spl - III		... 01:10	... 01:53	... 01:53	... 01:53	... 01:47	... 02:08	... 02:14	... 02:14 02:48
269.59	9.43	VIDYASAGAR PTT	B - III		... 01:15	... 01:58½	... 01:58½	... 01:58½	... 01:52	... 02:13½	... 02:20	... 02:20 02:53½
279.02	4.89	MADANKATA PTT	B - III		... 01:20	... 02:04	... 02:04	... 02:04	... 01:57	... 02:19	... 02:25½	... 02:25½ 02:59
283.91	9.63	JORAMOW PTT	B - III		... 01:23	... 02:07	... 02:07	... 02:07	... 02:00	... 02:22	... 02:30 OP6	... 02:30 OP2 03:02
293.54		MADHUPUR JN	B - III		01:30 01:33 01:23	02:14 02:19 02:09	02:14 02:19 02:09	02:14 02:19 02:09	... 02:05 02:05	02:29 02:34 02:24	... 02:41 02:31	02:39 02:41 02:31 03:05
PTT					0	0	0	0	0	0	0	0
TER Time Provided					0	0	0	0	0	0	2	5
Traffic Recovery Time Provided					0	0	0	0	0	0	2	5
Operational Time Provided					0	0	0	0	0	0	6	0

28181	18449	18419	12331	13165	13043	12253	18619	13029	13513	18622	17005	17007	17321	Station Code	Commercial Classification of Stn
TATA-KIR EXP	PURI-PATNA EXP	PURI-JYG EXP	HWH-JAT HIMGIRI EXP	KOAA SMI EXP	HWH-RXL EXP	SMVB - BGP ANGA EXP	RNC-GODA Intercity EXP	HWH-MKA EXP	ASN-HTE EXP	HTE - PNBE Patliputra EXP	HYB - RXL Exp.	SC-DBG Exp.	VSG-JSME EXP		
M, TH, SU	TUE	FRI	W, SA, SU	SUN	TH, SA	MON	DAILY	DAILY	M, W, TH, SA, SU	DAILY	SA	M, TH	SU		
110	130	130	130	130	130	130	110	110	110	130	130	130	130		
01:35 01:55 01:45 ... 02:01	02:00 02:20 02:10 ... 02:26	02:00 02:20 02:10 ... 02:26	02:28 02:33 02:23 ... 02:39	02:36 02:41 02:31 ... 02:47	02:36 02:41 02:31 ... 02:47	02:36 02:41 02:31 ... 02:47		03:36 03:46 03:36 03:52 03:53 03:43 03:58 03:59	— 04:10 ... 04:16					ASN PTT BCQ PTT STN	A E D
02:05½	02:29½	02:29½	02:42½	02:51½	02:51½	02:51½		03:49 03:59	04:20½					PTT ULTL	
...	...	...	...	...	...	...	03:00	...	...	04:39	04:51	04:51	04:51	STNC	
...	...	...	...	...	...	...	03:08	...	...	04:47	04:59	04:59	04:59		
02:09	02:33½	02:33½	02:46	02:55	02:55	02:55	03:11½	04:05 04:06 03:56 04:13 04:14	...	...	...	...	...	SLS PTT RNPR	E E
02:13	02:37½	02:37½	02:50	02:59	02:59	02:59	03:15½	04:04 04:20 04:22 04:12 04:28	04:33 04:35 04:30 04:42	05:00 05:02 05:02 05:09	05:12 05:14 05:04 05:19	05:12 05:14 05:04 05:29½	05:12 05:14 05:04 05:29½	CRJ PTT BM	D
02:23 02:25 02:15 ...	02:42 02:44 02:34 ...	...	02:55 02:57 02:47 ...	...	03:05 03:05 03:41 ...	...	03:20 03:22 03:12 ...	04:20 04:22 04:12 ...	04:33 04:35 04:30 ...	05:00 05:02 05:02 ...	05:12 05:14 05:04 ...	05:12 05:14 05:04 ...	05:12 05:14 05:04 ...		
02:31½	02:50	02:50	03:03	03:10	03:10	03:10	03:28½	04:28½	04:41½	05:09½	05:20½	05:20½	05:20½		
T4 ...	02:58 03:00 02:50 ...	T5 ...	...	...	...	...	03:36 03:38 03:28 ...	04:36 04:37 04:27 ...	04:52 04:54 04:44 ...	05:18 05:19 05:09 ...	OP4 ...	OP4 ...	OP4 ...	JMT PTT	E
02:41	03:00	03:00	03:08	03:15	03:15	03:15	03:36 03:38 03:28 ...	04:36 04:37 04:27 ...	04:52 04:54 04:44 ...	05:18 05:19 05:09 ...	OP4 ...	OP4 ...	OP4 ...	KEE	F
02:48	03:07	03:07	03:13	03:20	03:20	03:20	03:46½	04:44	05:01	05:27½	05:38½	05:38½	05:38½		
...	03:15 03:17 03:07 ...	T5 ...	...	...	...	...	03:55 03:57 03:47 ...	04:52 04:53 04:43 ...	05:06½	05:36 05:37 05:27 ...	OP4 ...	OP4 ...	OP4 ...	VDS PTT	E
02:59	03:24	03:24	03:24	03:31	03:31	03:31	04:06	05:03	05:12	05:46	05:53½	05:53½	05:53½	MNC	E
...	...	...	...	OP4	OP4	OP4	...	04:53 05:09 05:10 05:00 ...	E3OP5 ...	...	OP6 ...	OP6 ...	OP6 ...	PTT JRW PTT	F
03:02	03:27	03:27	03:27	03:38 T3	03:38 T3	03:38 T3	04:09	05:10	05:23	05:49	06:02½	06:02½	06:02½		
03:11 03:15 03:05	03:35 03:37 03:27	03:35 03:37 03:27	03:35 03:37 03:27	03:49 03:51 03:41	03:49 03:51 03:41	03:49 03:51 03:41	04:18 04:20 04:10	05:20 05:22 05:12	05:30 05:35 05:25	05:59 06:01 05:51	06:11 06:13 06:03	06:11 06:13 06:03	06:11 06:13 06:03	MDP PTT	B
0	0	0	0	0	0	0	0	0	6	0	0	0	0		
9	0	18	0	3	3	3	0	0	0	0	0	0	0		
0	0	0	0	4	4	4	0	0	5	0	18	18	18		

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ASANSOL JN - MADHUPUR JN - 81.42 Kms**UP**

TRACK - ASN - STN Quadruple. STN - MDP - Double. RULLING GRADIENT - ASN STN 1/200, STN - MDP 1/160
 SIGNALLING - ASN - MDP - MACL , TRACTION - Electrified, Speed- ASN-STN-130 Kmph(Up-I), ASN-STN-110Kmph(Up-II),
 STN-SLS- 110 Kmph, SLS-MDP-130Kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standar d of Inter Lock ing		63561	22843	63545	13331			63509	12303	12325
					ASN- JSME MEMU Pgr.	BSP- BXR SF Exp.	UDL- JSME MEMU Pgr.	DHN - PNBE Intercity Exp.			BWN- JAJ MEMU Pgr.	HWH- NDLS Poorva EXP	KOAA- NLDM Gurumu khi EXP
					Daily	SA	EXPT SAT	DAILY			Daily	M,TU,F,S A	TH
		Maximum cum Booked Speed(Kmph)			*	130	*	130			*	130	130
212.12	5.15	ASANSOL JN.	Spl RRI	PTT	— 07:30	07:40 08:00					09:23 09:28	10:31 10:36	10:31 10:36
217.27	3.78	BARACHAK JN.	Spl - III		07:37 07:38	... 08:06					09:35 09:36	... 10:42	... 10:42
221.05	2.2	SITARAMPUR JN.	Spl-RRI		07:44 07:45	... 08:09½	08:03 08:05				09:41 09:42	... 10:45½	... 10:45½
223.25	1.15	KULTI L/C	B - III		... ...	... ...	... MEMU	... 09:09			... ...	... ...	... ...
224.4	2.22	SITARAMPUR L/C	B - III		... ...	... ...	... ...	... 09:17			... ...	... ...	... ...
225.47	7.24	SALANPUR	B - III		07:50 07:51	... 08:13	08:11 08:12	... 09:20½			09:48 09:49	... 10:49½	... 10:49½
232.71	4.33	RUPNARAYANPUR	B - III		07:56 07:57	... 08:17	08:18 08:19	... 09:24½			09:55 09:56	... 10:53½	... 10:53½
237.04	5.74	CHITTARANJAN	B - III	PTT	08:02 08:03	08:22 08:24	08:24 08:25	09:30 09:32			10:01 10:03	10:58 11:00	... 11:00
242.78	8.68	BODMA IBH	Spl - III		... 08:08	... 08:30	... 08:30	... 09:38			... 10:08	... 11:06	... 11:06
251.46	8.78	JAMTARA	B - III	PTT	08:16 08:17	... 08:35	08:37 08:38	09:45 09:47			10:15 10:16	11:13 11:15	... 11:15
260.24	9.35	KASEETAR	Spl - III		08:25 08:26	... 08:40	08:46 08:47	... 09:54			10:24 10:25	... 11:20	... 11:20
269.59	9.43	VIDYASAGAR	B - III	PTT	08:34 08:35	... 08:45	08:55 08:56	10:01 10:03			10:33 10:34	... 11:25	... 11:25
279.02	4.89	MADANKATA	B - III		08:42 08:43	... 08:50	09:04 09:05	... 10:10			10:42 10:43	... 11:30	... 11:30
283.91	9.63	JORAMOW	B - III		08:48 09:03	... 08:53	09:10 09:11	... 10:13			10:48 10:49	... 11:33	... 11:33
293.54	5.63	MADHUPUR JN	B - III		09:10 09:12	09:00 09:02	09:18 09:20	10:20 10:25			10:57 11:02	11:40 11:42	... 11:42
				PTT		08:52		10:15				11:32	
TER Time Provided					0	0	0	0			0	0	0
Traffic Recovery Time Provided					0	0	0	0			0	0	13
Operational Time Provided					0	3	0	0			0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

12317	12273		22197	18183	22643	15233	15271	15235	12369	12327	13137	12315	12305		Sta tion Code
KOAA- ASR Akal Takht EXP	HWH- NDLS Duronto EXP		KOAA- VGLJ P.S.S. EXP	TATA - BXR EXP	ERS - PNBE EXP	KOAA- DBG EXP	HWH- MFP Jansadh aran EXP	HWH- DBG EXP	HWH - DDN KUMBH EXP	HWH - DDN UPASAN A EXP	KOAA- AMH EXP	KOAA - UDZ ANANYA EXP	HWH - NDLS RAJDHA NI EXP		
W,SU	M,F		SUN	Daily	W,TH	TH,M	WED	SAT	M,W,TH, SA,SU	TU,F	MON	TH	SUN		
130	130		130	130	130	130	130	130	130	130	130	130	130		
10:31	11:00		11:15	12:00	13:00	14:04	13:59	14:04	15:29	15:29	15:37	16:02	...		ASN
10:36	11:05		11:20	12:20	13:20	14:09	14:09	14:09	15:34	15:34	15:42	16:07	16:15½		
10:26	10:55		11:10	12:10	13:10	13:59	13:59	13:59	15:24	15:24	15:32	15:57	...	PTT	BCQ
...	...		...	...	...	...	...	...	...	...	...	...	...		
10:42	11:11		11:26	12:26	13:26	14:17	14:17	14:17	15:40	15:40	15:48	16:13	16:19½		
...	...		...	...	...	...	...	...	...	...	...	...	...		STN
10:45½	11:13½		11:29½	12:29½	13:29½	14:20½	14:20½	14:20½	15:43½	15:43½	15:52½	16:16½	16:23		
...	...		...	...	...	...	...	...	...	...	...	...	...		ULTL
...	...		...	...	...	...	...	...	...	...	...	...	...		
...	...		...	...	...	...	...	...	...	...	...	...	...		STNC
...	...		...	...	...	...	...	...	...	...	...	...	...		
10:49½	11:17½		11:33½	12:33½	13:33½	14:24½	14:24½	14:24½	15:47½	15:47½	15:56½	16:20	16:27		SLS
...	...		...	...	...	...	...	...	...	...	...	...	...		
10:53½	11:21½		11:37½	12:37½	13:37½	14:28½	14:28½	14:28½	15:51½	15:51½	16:00½	16:24	16:31		RNPR
T3	...		11:42	12:42	13:42	T3	14:33	14:33	15:56	T3	T22	...	...		
11:00	11:24½		11:44	12:44	13:44	14:35	14:35	14:35	15:58	15:58	16:30	16:30	16:34		CRJ
T2	...		11:34	12:34	13:34	T2	14:25	14:25	15:48	...	16:20	...	...	PTT	
...	...		...	...	...	...	...	...	...	...	...	...	...		BM
11:06	11:28½		11:50	12:50	13:50	14:41	14:41	14:41	16:04	16:04	16:36½	16:36½	16:38		
T4	...		...	12:58	13:57	...	...	...	...	...	...	...	...		JMT
11:15	11:33½		11:55	13:00	13:59	14:46	14:46	14:46	16:09	16:09	16:41½	16:41½	16:43	PTT	
...	...		...	12:50	13:49	...	...	...	...	...	...	...	...		
11:20	11:38½		12:00	13:08½	14:04	14:51	14:51	14:51	16:14	16:14	16:46½	16:46½	16:48		KEE
...	...		...	13:16	...	...	...	...	...	...	...	...	...		
11:25	11:43½		12:05	13:19	14:09	14:56	14:56	14:56	16:19	16:19	16:52	16:52	16:53		VDS
...	...		...	13:09	...	...	...	...	...	...	...	...	...	PTT	
11:30	11:48½		12:10	13:26	14:14	15:01	15:01	15:01	16:24	16:24	16:57½	16:57½	16:58		MNC
...	...		...	...	...	...	...	...	...	...	...	...	...		
11:33	11:51½		12:13	13:29	14:17	15:04	15:04	15:04	16:27	16:27	17:00½ OP5	17:00½ OP5	17:01		JRW
11:40	...		12:21	13:36	14:25	...	15:11	15:11	16:34	16:34	17:13	17:13	17:12		MDP
11:42	11:57½		12:23	13:38	14:27	15:16	15:16	15:16	16:36	16:36	17:15	17:15	17:15		
11:32	...		12:13	13:30	14:17	...	15:06	15:06	16:26	16:26	17:05	17:05	17:05	PTT	
0	0		0	0	0	0	0	0	0	0	0	0	0		
9	0		0	0	0	12	0	0	0	3	22	0	0		
0	0		0	0	0	0	0	0	0	0	5	5	0		

TRACK - ASN - STN Quadruple. STN - MDP - Double. RULLING GRADIENT - ASN STN 1/200, STN - MDP 1/160
 SIGNALLING - ASN - MDP - MACL, TRACTION - Electrified, Speed- ASN-STN-130 Kmph(Up-I), ASN-STN-110Kmph(Up-II), STN-SLS- 110 Kmph. SLS-MDP-130Kmph

Distance From HWH (Kms)	Inter Stn Distance	STATIONS	Class of Stn & Standard of Inter Lock ing		13507 ASN - GKP EXP	13509 ASN - Gonda EXP	12023 HWH- PNBE Janshata bdi EXP	13105 SDAH- BUI EXP	63569 ASN- JSME MEMU Pgr.	22347 HWH PNBE VANDE BHARA T EXP	15047 KOA - GKP Purvanch al EXP	15049 KOA - GKP Purvanch al EXP	15051 KOA - GKP Purvanch al EXP	13320 RNC- DGHR Intercity EXP	12361 ASN - CSTM Exp.
					FRI	Tue	SUE	Daily	Daily	EXPT W	M,TU,TH, SA	SU,W.	FRI	Daily	SUN
Maximum cum Booked Speed(Kmph)					110	110	130	110	**	130	130	130	130	130	130
212.12	5.15	ASANSOL JN.	Spl RRI		16:05	16:05	16:31 16:40	17:21 17:26	17:30	17:54 17:57	18:10 18:20	18:10 18:20	18:10 18:20		19:35
217.27	3.78	BARACHAK JN.	Spl - III	PTT	...	...	16:30 16:46	17:16 17:33	B 17:37 17:38	17:47 ...	18:10 ...	18:10 ...	18:10 ...		19:41
221.05	2.2	SITARAMPUR JN.	Spl-RRI		16:15½	16:15½	16:49½	17:37½	17:44 17:45	...	18:29½	18:29½	18:29½		19:44½
223.25	1.15	KULTI L/C	B - III		...	...	...	...	...	...	...	...	...	19:05	...
224.4	2.22	SITARAMPUR L/C	B - III		...	...	...	...	...	...	...	...	...	19:10	...
225.47	7.24	SALANPUR	B - III		16:19	16:19	16:53½	17:41	17:50 17:51	18:09	18:33	18:33	18:33	19:13	19:48½
232.71	4.33	RUPNARAYANPUR	B - III		16:23	16:23	16:57½	17:45	17:56 17:57	...	18:37	18:37	18:37	19:17	19:52½
237.04	5.74	CHITTARANJAN	B - III	PTT	16:28 16:30 16:25	16:28 16:30 16:25	17:02 17:04 16:54	17:49 17:51 17:41	18:01 18:02	...	18:42 18:44 18:34	18:42 18:44 18:34	18:42 18:44 18:34	19:22 19:24 19:14	19:57 19:59 19:54
242.78	8.68	BODMA IBH	Spl - III		16:36½	16:36½	17:10	17:56½	18:06½	18:20	18:50	18:50	18:50	19:29	20:05
251.46	8.78	JAMTARA	B - III	PTT	16:41½	16:41½	17:17 17:18 17:08	18:01½	18:14 18:15	18:25 18:27 18:17	...	18:55	18:55	19:35 19:37 19:27	...
260.24	9.35	KASEETAR	Spl - III		16:46½	16:46½	17:25	18:06½	18:22 18:23	...	19:00	19:00	19:00	19:43	20:15
269.59	9.43	VIDYASAGAR	B - III	PTT	16:52	16:52	17:30	18:12	18:31 18:44 22:347	18:37½	19:05	19:05	19:05	19:50 19:51 19:41	...
279.02	4.89	MADANKATA	B - III		16:57½	16:57½	17:35	18:17½	18:52 18:53	...	19:10	19:10	19:10	19:59	20:25
283.91	9.63	JORAMOW	B - III		17:00½ OP5	17:00½ OP5	17:38	18:20½	18:57 18:58	...	19:13	19:13	19:13	20:02	20:28
293.54	5.63	MADHUPUR JN	B - III		17:13 17:15	17:13 17:15	17:45 17:47	18:28 18:30	19:04 19:06	...	19:20 19:23	19:20 19:23	19:20 19:23	20:10 20:12	20:36 20:39
					17:10	17:05	17:37	18:20			19:13	19:13	19:13	20:02	20:29
TER Time Provided					0	0	0	0	0	0	0	0	0	0	0
Traffic Recovery Time Provided					0	0	0	0	0	0	0	0	0	0	0
Operational Time Provided					5	5	0	0	0	0	0	0	0	0	0

B. will run via UP II betn.ASN - STN.

* Extension upto VTA will be notified later

** Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

19436	18185	18603	13021	12375	63563	13005	13185	12333	18629	13127	22305	13121	15027	12351		Station Code
ASN - ADI Exp.*	TATA- GODA EXP.	RNC- GODA EXP	HWH - RXL Mithila EXP	TBM - JSME Exp.	ASN - JSME MEMU Pgr.	HWH - ASR MAIL	SDAH - JYG Gangas agar EXP	HWH- PRYJ Vibhuti EXP	RNC GKP EXP	KOAA - ARA Garib Rath Exp.	SMVB- JSME EXP	KOAA- GCT EXP	SBP - GKP MAURY A EXP	HWH - RJPB EXP		
SAT	MON	TU,TH,S A	Daily	SUN	Daily	Daily	Daily	Daily	F	TU,TH,S A.	Mon.	SUN	Daily	Daily		
130	110	110	130	130	**	130	110	130	130	130	130	130	130	130		
— 19:35			20:03 20:08	20:15 20:35	— 20:45	21:48 21:53	22:12 22:17	22:37 22:42		22:46 22:51	22:46 22:51	22:46 22:51		23:10 23:15		ASN
... 19:41			19:58 ... 20:14	20:25 ... 20:41	20:52 ... 20:53	21:43 ... 22:01	22:07 ... 22:24	22:32 ... 22:48		22:41 ... 22:57	22:41 ... 22:57	22:41 ... 22:57		23:05 ... 23:21	PTT	BCQ
... 19:44½			20:20 20:22	... 20:44½	20:59 21:00	... 22:04½	... 22:28½	... 22:52½		... 23:01½	... 23:01½	... 23:01½		... 23:25½		STN
... ...	... 20:11	... 20:11	20:12 ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... 22:50 ...	... ... ...	... ... ...	... ... ...	... 23:05 ...	... ...	PTT	ULTL
... ...	... 20:19	... 20:19	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... 22:58 ...	... ... ...	... ... ...	... ... ...	... 23:11 ...	... ...		STNC
... 19:48½	... 20:22	... 20:22	... 20:29	... 20:48½	21:05 21:06	... 22:08½	... 22:32	... 22:56	... 23:05	... 23:05	... 23:05	... 23:05	... 23:13	... 23:29½		SLS
... 19:52½	... 20:26	... 20:26	20:35 20:37	... 20:52½	21:12 21:13	... 22:12½	... 22:36	... 23:00	... 23:09	... 23:09	... 23:09	... 23:09	... 23:18	... 23:33½		RNPR
19:57 19:59 19:54	20:32 20:34 20:24	20:32 20:34 20:24	20:27 20:42 20:45 20:35	20:57 20:59 20:49	21:18 21:19 20:49	22:17 22:19 22:09	22:41 22:43 22:33	23:05 23:07 22:57	23:14 23:16 23:06	... 23:16 ...	... 23:16 ...	... 23:16 ...	23:23 23:25 23:15	23:38 23:40 23:30	PTT	CRJ
... 20:05	... 20:40½	... 20:40½	... 20:51	... 21:05½	... 21:24	... 22:25	... 22:49	... 23:13½	... 23:22	... 23:22	... 23:22	... 23:22	... 23:33	... 23:46		BM
... 20:10	... 20:45½	... 20:45½	20:59 21:01 20:51	... 21:13½	21:31 21:32	... 22:30	22:57 22:59 22:49	23:19 23:21 23:11	23:29 23:31 23:21	... 23:31 ...	23:29 23:31 23:21	... 23:31 ...	23:40 23:42 23:32	... 23:52	PTT	JMT
... 20:15	... 20:50½	... 20:50½	... 21:08	... 21:25½	21:39 21:40	... 22:35	... 23:06	... 23:26	... 23:37	... 23:37	... 23:37	... 23:37	... 23:47	... 23:57 OP4		KEE
... 20:20	21:00 21:02 20:52	21:00 21:02 20:52	21:16 21:18 21:08	... 21:31½	21:48 21:49	... 22:40	... 23:11½	... 23:31½	... 23:42½	... 23:42½	... 23:42½	... 23:42½	23:54 23:56 23:46	00:06	PTT	VDS
... 20:25	... 21:11	... 21:11	... 21:25	... 21:36½	21:57 21:58	... 22:45	... 23:17	... 23:37	... 23:48	... 23:48	... 23:48	... 23:48	... 00:03	... 00:11		MNC
... 20:28	... 21:14	... 21:14	... 21:28	... 21:44½	22:03 22:04	... 22:48	... 23:20	... 23:40	... 23:51	... 23:51	... 23:51	... 23:51	... 00:06	... 00:16 T6		JRW
20:36 20:39 20:29	21:23 21:28 21:18	21:23 21:28 21:18	21:37 21:41 21:31	21:53 21:55 21:45	22:11 22:13	22:55 22:59 22:49	23:27 23:30 23:20	23:48 23:50 23:40	23:57 23:59 23:49	23:57 23:59 23:49	23:57 23:59 23:49	23:57 23:59 23:49	00:13 00:17 00:07	00:29 00:34 00:24	PTT	MDP
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	16	0	0	0	0	0	4	0	4	0	6		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		

** Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - MDP - JAJ - Double. RULLING GRADIENT - ,MDP - GHN - 1/160 , GHN JAJ 1/100 , SIGNALLING -MDP - JAJ - MACL ,TRACTION - Electrified. Speed - MDP - JAJ - 130 kmph.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing		18629	15027	12351	13287	22213	13155	13157	13135	13019	18105
					RNC GKP EXP	SBP - GKP MAURYA EXP	HWH - RJPB EXP	Durg - ARA Exp.	SHM - PNBE Durlonto Exp.	KOAA - SMI Exp.	KOAA - MFP Exp.	KOAA - JYG Exp.	HWH - KGM BAGH EXP	ROU- JYG EXP
					SA	Daily	Daily	Daily	TU,TH, SA	M,F	WED.	SUN.	Daily	W,F,SU
		Maximum cum Booked Speed(Kmph)			130	130	130	130	130	130	130	130	110	110
293.54	5.63	MADHUPUR JN <u>PTT</u>	B - III		23:57 23:59 23:49	00:13 00:17 00:07	00:29 00:34 00:24	01:30 01:33 01:23	... 02:05 02:14	02:14 02:19 02:09	02:14 02:19 02:09	02:14 02:19 02:09	02:29 02:34 02:24	... 02:41 ...
299.17	5.86	NAWAPATRA	C - III		... 00:05	... 00:23	... 00:40 OP10	... 01:39	... 02:09	... 02:25	... 02:25	... 02:25	... 02:40	... 02:47½
305.03	3.95	MATHURAPUR	SPL III (UP B)		... 00:08½	... 00:26	... 00:54	... 01:42	... 02:12	... 02:28½	... 02:28½	... 02:28½	... 02:43½	... 02:52
308.98	4.91	ARJUNNAGAR	D		... ...	... OP21	... OP3	... ...	... ...	... ...	... ...	... ...	... ...	... ...
313.89	3.2	SHANKARPUR	B-III		... 00:18	... 00:52	... 01:02	... 01:47	... 02:17	... 02:33½	... 02:33½	... 02:33½	... 02:48½	... 03:00
317.09	5.41	KUMRABAD ROHINI F	D		... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
322.5	7.2	JASIDIH JN. <u>PTT</u>	B-III		00:28 00:30 00:20	01:00 01:05 00:55	01:10 01:15 01:05	01:54 01:57 01:47	02:22 02:24 02:14	02:42 02:47 02:37	02:42 02:47 02:37	02:42 02:47 02:37	02:57 03:02 02:52	03:08 03:13 03:03
329.7	8.45	TULSITANR	B-III		... 00:37	... 01:12	... 01:22	... 02:04	... 02:31	... 02:54	... 02:54	... 02:54	... 03:09	... 03:20
338.15	6.99	LAHABON	B - III		... 00:41½	... 01:16½	... 01:26½	... 02:08½	... 02:35½	... 02:59½	... 02:59½	... 02:59½	... 03:14½	... 03:25½
345.14	2.65	TALWA-BAZAR	D		... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
347.79	6.36	SIMULTALA	B - III		OP11 00:58	... 01:22	... 01:32	... 02:17½	... 02:40½	03:07 03:09 02:59	... 03:09	... 03:09	03:22 03:24 03:14	... 03:39
354.15	4.37	GHORPARAN	SPL III (UP B)		OP4 ... 01:06 E2 OP8	OP2 ... 01:28 E16	OP14 ... 01:50 E10 OP5	 02:21	 02:44 E12 OP14	 03:15	T2 ... 03:15	T2 ... 03:15	E2 OP8 ... 03:36 E18	E15 OP3 ... 04:01 OP13
358.52	3.77	NARGANJO BH.	C - III		... 01:20	... 01:47	... 02:08	... 02:24	... 03:13	... 03:18½	... 03:18½	... 03:18½	... 03:58	... 04:18
362.29	4.14	RAJLA	D		... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
366.43		JHAJHA <u>PTT</u>	B - III		E10T7 01:45 01:50 01:40	T10 02:05 02:15 02:00	E10 02:25 02:30 02:15	E12T27 03:10 03:15 03:10	T11 ... 03:30	E12T17 03:55 04:00 03:50	E12T17 03:55 04:00 03:50	E12T17 03:55 04:00 03:50	T9 04:15 04:20 04:15	T4 04:30 04:35 04:30
TER Time Provided					12	16	20	12	12	12	12	12	20	15
Traffic Recovery Time Provided					7	10	5	27	11	17	19	19	9	4
Operational Time Provided					23	23	30	0	14	0	0	0	8	24

18119	28181	18181	12331	18449	18419	13165	13043	12253	18619	13029	18622	19604	17005	17007	63209	17321	Station Code	Commercial Classification of Stn
TATA JYG WKLY EXP	TATA-KIR EXP	TATA-THE EXP	HWH-JAT HIMGIRI EXP	PURI-PATNA EXP	PURI-JYG EXP	KOAA SMI EXP	HWH-RXL EXP	SMVB - BGP ANGA EXP	RNC-GODA Intercity EXP	HWH-MKA EXP	HTE - PNBE Patliputra EXP	GODA DOZ WKLY EXP	HYB - RXL Exp.	SC-DBG Exp.	DGHR PNBE MEMU Pgr	VSG-JSME EXP		
SA	M,TH,SU	TU,W,F,SA	W,SA,SU	TUE	FRI	SUN	TH,SA	MON	DAILY	DAILY	DAILY	TU	SA	M,TH	Daily	SU		
110	110	110	130	130	130	130	130	130	110	110	130	130	130	130	*	130		
02:39 02:41 02:31	03:11 03:15 03:05	03:11 03:15 03:05	03:35 03:37 03:27	03:35 03:37 03:27	03:35 03:37 03:27	03:49 03:51 03:41	03:49 03:51 03:41	03:49 03:51 03:41	04:18 04:20 04:10	05:20 05:22 05:12	05:59 06:01 05:51		06:11 06:13 06:03	06:11 06:13 06:03		06:11 06:13 06:03	MDP	B
...	...	...	...	...	...	...	...	...	...	05:29 05:30	...		...	...		...	NPZ	
02:47½	03:21½	03:21½	03:43	03:43	03:43	03:57½	03:57½	03:57½	04:27½	05:36 05:37 05:27	06:14 06:15 06:05		06:19½ T4	06:19½ T4		06:19½ T4	MUW	E
02:52	03:25	03:25	03:46	03:46	03:46	04:01	04:01	04:01	04:31	05:36 05:37 05:27	06:14 06:15 06:05		06:27	06:27		06:27	PTT	
...	...	...	...	...	...	...	...	...	...	...	...		...	...		...	ANMP	
...	...	...	...	...	...	...	...	...	...	...	...		...	...		...	SNQ	E
03:00	03:30½	03:30½	03:51	03:51	03:51	04:06½	04:06½	04:06½	04:36½	05:47 05:48 05:38	06:25 06:26 06:16		06:39½	06:39½		06:39½	PTT	
...	...	...	...	...	...	...	...	...	...	05:53 05:54 05:44	...		...	...		...	KBQ	E
...	...	...	...	...	...	...	...	...	...	...	...		...	...		...	PTT	
03:11 03:13 03:03	03:40 03:45 03:35	03:40 03:45 03:35	04:05 04:36 04:26	03:59 04:04 03:54	03:59 04:04 03:54	04:23 04:25 04:15	04:23 04:25 04:15	04:20 04:25 04:15	05:25 05:45 05:35	06:00 06:05 05:55	06:37 06:39 06:29	06:46 06:51 06:41	06:49 06:51 06:41	06:49 06:51 06:41	07:00 07:02	07:10 —	JSME	A
...	...	...	...	...	...	...	...	...	...	...	...		...	...		...	TTN	F
03:20	03:52½	03:52½	04:43	04:11 OP11	04:11 OP11	04:32½	04:32½	04:32½	...	06:12	06:46½	06:58½	06:58½ T7	06:58½ T7	07:12	...	LHB	E
03:25½	03:58	03:58	04:48	04:28	04:28	04:38	04:38	04:38	...	06:18 06:19 06:09	06:52	07:10	07:10	07:10	07:20 07:21	...	PTT	
...	...	...	...	...	...	...	...	...	...	06:23 06:24 06:14	06:58 06:59 06:49	...	...	...	07:25 07:26	...	TLB	
OP8	T22	T22	OP7	OP11	OP11	T1	T1	T1	...	...	...	T3	...	...	E3T3	...	PTT	
03:39	04:25½	04:25½	05:01	04:45	04:45	04:45	04:45	04:45	...	06:32 06:33 06:23	07:07 07:08 06:58	07:18½	07:18½	07:18½	07:38 07:39	...	STL	E
E15 OP3	E12	E12	OP11	OP9	OP9	OP9	OP9	OP9	...	...	...	T14	T14	T14	OP7 07:56	...	GHN	
04:01 OP13	04:42½ T9	04:42½ T9	05:16 E20 OP24	04:58 E12	04:58 E12	04:58 E11	04:58 E11	04:58 E11	...	06:39 E12T3	07:15 E12T3	07:36½ T15	07:36½ E12T3	07:36½ E12T3	07:57 OP7	...	NRGO	F
04:18	04:55	04:55	06:03	05:13	05:13	05:13	05:13	05:13	...	06:46 06:47 06:37	07:33	07:55	07:55	07:55	08:10 08:11	...	PTT	
...	...	...	...	...	...	...	...	...	...	06:53 06:54 06:44	...	...	...	...	08:15 08:16	...	RJLA	
T4	T7	T7	T14	T38	T8	E9T2	E9T2	E9 T2	...	E20T10	T9	E4T9	T7	T7	...	...	PTT	
04:35 04:40 04:30	05:10 05:15 05:00	05:10 05:15 05:00	06:25 06:30 06:20	06:00 06:05 06:00	05:30 05:35 05:25	05:30 05:35 05:25	05:30 05:35 05:25	...	...	07:30 07:35 07:25	07:50 07:55 07:45	08:15 08:20 08:10	08:10 08:15 08:05	08:10 08:15 08:05	08:35 08:40	...	JAJ	
15	12	12	20	12	12	20	20	20	12	20	12	4	12	12	3	10		
4	38	38	14	38	8	10	10	8	28	10	12	41	17	17	3	14		
24	0	0	35	31	31	9	9	9	0	0	0	0	25	25	14	0		

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - MDP - JAJ - Double. RULLING GRADIENT - ,MDP - GHN - 1/160 , GHN JAJ 1/100 , SIGNALLING -MDP - JAJ - MACL ,TRACTION - Electrified. Speed - MDP - JAJ - 130 kmph.

Distance From HWH (Kms)	Inter Stn Distance	STATIONS	Class of Stn & Standard of Inter Locking	22843	63561	63545	63565	63573	13331	63509	12303	12325	12317	12273
				BSP-BXR SF Exp.	ASN-JSME MEMU Pgr.	UDL-JSME MEMU Pgr.	JSME-JAJ MEMU Pgr.	JSME-KIUL MEMU Pgr.	DHN -PNBE Intercity Exp.	BWN-JAJ MEMU Pgr.	HWH- NDLS Poorva EXP	KOAA- NLDLM Gurumukhi EXP	KOAA- ASR Akal Takht EXP	HWH- NDLS Duronto EXP
				SA	Daily	EXPT SAT	Daily	Daily	DAILY	Daily	M,TU,F, SA	TH	W,SU	M,F
		Maximum cum Booked Speed(Kmph)		130	*	*	*	*	130	*	130	130	130	130
293.54	5.63	MADHUPUR JN PTT	B - III	09:00 09:02 08:52	09:10 09:12	09:18 09:20			10:20 10:25 10:15	10:57 11:02	11:40 11:42 11:32	...	11:40 11:42 11:32	...
299.17	5.86	NAWAPATRA	C - III	...	...	...			...	...	...	T2	...	...
305.03	3.95	MATHURAPUR	SPL III (UP B)	...	09:22 09:23	09:34 09:35			...	11:13 11:14	...	...	...	...
308.98	4.91	ARJUNNAGAR	D	...	09:27 09:28	09:38 09:39			...	...	...	...	...	...
313.89	3.2	SHANKARPUR	B-III	...	09:33 09:34	09:52 09:53			...	11:21 11:22	...	...	...	...
317.09	5.41	KUMRABAD ROHINI F	D	...	09:38 09:39 E9	09:57 09:58 E9T5			...	11:27 11:28	...	...	...	...
322.5	7.2	JASIDIH JN. PTT	B-III	09:23 09:25 09:15	09:50 —	10:15 —	— 10:00	— 10:55	10:59 11:04 11:00	11:34 11:38	12:03 12:07 11:57	12:05 12:07 11:57	12:05 12:07 11:57	12:18 12:20 12:10
329.7	8.45	TULSITANR	B-III	...	...	...	...	...	...	...	...	...	...	...
338.15	6.99	LAHABON	B - III	...	...	...	10:12 10:13	11:08 11:09	...	11:52 11:53	...	...	...	...
345.14	2.65	TALWA-BAZAR	D	...	...	...	10:19 10:20	11:14 11:15	...	11:59 12:00	...	...	...	...
347.79	6.36	SIMULTALA PTT	B - III	...	...	...	10:25 10:26	11:20 11:21	11:30 11:31 11:26	12:04 12:05	...	...	...	...
354.15	4.37	GHORPARAN	SPL III (UP B)	...	...	...	...	11:27 11:28	...	OP11 ...	OP7 ...	OP7 ...	OP7 ...	OP22 ...
358.52	3.77	NARGANJO BH.	C - III	...	...	...	10:37 10:38	11:34 11:35	...	12:32 12:33	...	...	...	...
362.29	4.14	RAJLA	D	...	...	...	10:43 10:44	11:39 11:40	...	12:38 12:39	...	...	...	...
366.43		JHAJHA PTT	B - III	...	...	...	...	...	...	...	...	...	...	...
TER Time Provided				12	9	9	5	4	13	12	14	14	14	20
Traffic Recovery Time Provided				18	0	5	10	12	4	3	3	7	5	7
Operational Time Provided				0	0	0	0	0	41	16	18	18	18	22

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

14050	22465	22459	22197	18183	22643	22499	15233	15271	15235	12369	12327	13207	12235	12305	12315	Station Code	
DLI GODA WKLY EXP	MDP- ANVT EXP	MDP- ANVT Humsafar EXP	KOAA- VGLJ P.S.S. EXP	TATA - BXR EXP	ERS - PNBE EXP	DGHR BSB VB EXP	KOAA- DBG EXP	HWH- MFP Jansadha ran EXP	HWH- DBG EXP	HWH - DDN KUMBH EXP	HWH - DDN UPASAN A EXP	JSME- PNBE MEMU EXP	MDP - ANVT Humsafar EXP	HWH - NDLS RAJDHA NI EXP	KOAA - UDZ ANANYA EXP		
TU	TH	TU	SUN	Daily	W,TH	EXPT TU	TH,M	WED	SAT	M,W,TH,S A,SU	TU,F	Daily	FRI	SUN	TH		
130	130	130	130	130	130	130	130	130	130	130	130	*	130	130	130		
11:50 12:10 11:55	— 12:00	— 12:00	12:21 12:23 12:13	13:36 13:38 13:30	14:25 14:27 14:17		... 15:16	15:11 15:16 15:06	15:11 15:16 15:06	16:34 16:36 16:26	16:34 16:36 16:26		— 17:05	17:12 17:15 17:05	17:13 17:15 17:05	MDP PTT	
... 12:16	... 12:06½	... 12:06½	... 12:29	... 13:44	... 14:33		T2 ... 15:22	... 15:22	... 15:22	... 16:42	... 16:42		... 17:11	... 17:21½	... 17:21½	NPZ	
... 12:19	... 12:10	... 12:10	... 12:32	... 13:47	... 14:36		... 15:25	... 15:25	... 15:25	... 16:45	... 16:45		... 17:14	... 17:25	... 17:25	MUW	
... ... E3	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...		... ... ...	... ... ...	... ... ...	... ... ...	... ... ...		... ... ...	... ... ...	... ... ...	ANMP	
... 12:27	... 12:15	... 12:15	... 12:37½	... 13:52½	... 14:41½		... 15:30	... 15:30	... 15:30	... 16:50	... 16:50		... 17:19	... 17:30	... 17:30	SNQ	
... ... T6	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...		... ... T3	... ... ...	... ... ...	... ... ...	... ... ...		... ... ...	... ... ...	... ... T8	KBQ	
12:40 13:00 12:45	12:24 12:26 12:21	12:24 12:26 12:21	12:46 12:48 12:38	14:00 14:05 13:55	14:47 14:49 14:39	15:19 15:21 15:16	15:38 15:40 15:30	15:35 15:40 15:30	15:35 15:40 15:30	16:58 17:00 16:50	16:58 17:00 16:50	— 17:10	17:27 17:29 17:27	17:39 17:43 17:33	17:43 17:45 17:35	JSME PTT	
	... 12:33	... 12:33	... 12:55	... 14:12	... 14:56	... 15:27	... 15:47	... 15:47	... 15:47	... 17:07	... 17:07	... 17:16½	... 17:36	... 17:49½	... 17:52½	TTN	
	... 12:38½	... 12:38½	... 12:59½	... 14:16½	... 15:00½	... 15:31½	... 15:51½	... 15:51½	... 15:51½	... 17:11½	... 17:11½	17:22 17:23	... 17:42	... 17:54	... 17:58	LHB PTT	
	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	17:29 17:30 17:30	 OP2	... ...	... ...	TLB PTT	
	... 12:44	... 12:44	... 13:04½	14:25 14:27 14:17	... 15:06	... 15:36½	15:58 16:00 15:50	... 16:00	... 16:00	... 17:16½	... 17:16½	17:34 17:35 17:35	... 17:49	... 17:59	... 18:12	STL PTT	
	OP17 ... 13:05	OP17 ... 13:05	... 13:08	... 14:33½	T20 15:30 15:45	... 15:39½	... 16:08	... 16:08	... 16:08	... 17:20	... 17:20	17:41 17:42	OP16 ... 18:09	E5T6 ... 18:13½	E5T5 ... 18:26	GHN	
	OP7 ... 13:15	OP7 ... 13:15	OP4 13:15	T7 14:45	OP17 16:05	15:42	OP17 16:28	OP17 16:28	OP17 16:28	17:30	17:30	E4OP14 18:05 17:46	T10 18:22	E4 18:24	E7T6 18:42	NRGO PTT	
												18:11 18:12 17:52	 T4	 E6	 E11	 E6	RJLA PTT
	E6T11 13:40 13:45 13:35	E6T11 13:40 13:45 13:35	E20T44 14:25 14:30 14:20	E12T2 15:07 15:12 15:05	E12 16:25 16:30 16:20	E4T9 16:02	E12T32 17:20 17:25 17:10	E12T32 17:20 17:25 17:10	E12T32 17:20 17:25 17:10	E20T9 18:05 18:10 18:00	E20T9 18:05 18:10 18:00	T4 18:22 18:22	E6 18:35 18:40 18:35	E11 18:40	E6 19:00 18:50	JAJ PTT	
3	6	6	20	12	12	4	20	20	20	20	20	4	6	20	18		
6	11	11	44	9	20	9	37	32	32	9	9	4	10	6	19		
0	24	24	4	0	17	0	17	17	17	0	0	14	18	0	6		

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

TRACK - MDP - JAJ - Double. RULLING GRADIENT - ,MDP - GHN - 1/160 , GHN JAJ 1/100 , SIGNALLING -MDP - JAJ - MACL ,TRACTION - Electrified. Speed - MDP - JAJ - 130 kmph.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing	13137	13507	13509	12023	63297	13105	22347	63569	15047	15049	15051
				KOAA- AMH EXP	ASN - GKP EXP	ASN - Gonda EXP	HWH- PNBE Janshata bdi EXP	DGHR JAJ MEMU Pgr	SDAH- BUI EXP	HWH PNBE VANDE BHARAT EXP	ASN- JSME MEMU Pgr.	KOAA - GKP Purvanch al EXP	KOAA - GKP Purvanch al EXP	KOAA - GKP Purvanch al EXP
				MON	FRI	Tue	SUE	Daily	Daily	EXPT W	Daily	M,TU,TH, SA	SU,W.	FRI
		Maximum cum Booked Speed(Kmph)		130	110	110	130	**	110	130	**	130	130	130
293.5	5.63	MADHUPUR JN		17:13 17:15	17:13 17:15	17:13 17:15	17:45 17:47		18:28 18:30	...	19:04 19:06	19:20 19:23	19:20 19:23	19:20 19:23
299.2	5.86	PTT NAWAPATRA		17:05 ...	17:10 ...	17:05 ...	17:37 ...		18:20 ...		19:12 19:13	19:13 ...	19:13 ...	19:13 ...
305	3.95	MATHURAPUR		17:21½ 17:25	17:21½ 17:25	17:21½ 17:25	17:53 17:56		18:36½ 18:40	18:54 18:57	19:18 19:19	19:29 19:32	19:29 19:32	19:29 19:32
309	4.91	ARJUNNAGAR		...	...	...	...		...	...	...	...	...	...
313.9	3.2	SHANKARPUR		...	...	...	18:01		18:45½	19:01	19:30 19:46	19:37	19:37	19:37
317.1	5.41	KUMRABAD ROHINI F		...	...	...	...		...	...	19:50 19:51	...	...	...
322.5	7.2	JASIDIH JN.		T8 17:43 17:45	T8 17:43 17:45	T8 17:43 17:45	18:10 18:13	18:34 18:36	18:53 18:58	19:07 19:09	20:05 ---	19:44 19:48	19:44 19:48	19:44 19:48
329.7	8.45	PTT TULSITANR		17:35 ...	17:35 ...	17:35 ...	18:03 ...		18:48 ...	18:59 ...		19:38 ...	19:38 ...	19:38 ...
338.2	6.99	LAHABON		17:52½ 17:58	17:52½ 17:58	17:52½ 17:58	18:20 18:24½	18:41½ 18:49	19:05½ 19:11	19:15 19:19½		19:54 19:58½	19:54 19:58½	19:54 19:58½
345.1	2.65	TALWA-BAZAR		...	...	...	...	18:55 18:56	...	...		...	...	...
347.8	6.36	SIMULTALA		OP9 18:12	OP8 18:12	OP8 18:12	...	19:01 19:02	19:17 19:30	22347 19:24½		...	20:03½	20:03½
354.2	4.37	PTT GHORPARAN		T10 ...	T10 ...	T10 ...	OP11 ...	19:08 19:09	E20 19:55	...		OP8 20:15	OP8 20:15	OP8 20:15
358.5	3.77	NARGANJO BH.		18:26 E13	18:26 E12	18:26 E12	18:45 E10	19:09	19:55 T14	19:27½ E20T3		E10 20:28	E10 20:28	E10 20:28
362.3	4.14	RAJLA		...	...	...	...	19:14 19:15	...	...		...	...	...
366.4		JHAJHA PTT		18:42 19:00 18:50	18:42 19:00 18:50	18:42 19:00 18:50	18:58 19:18 19:10	19:15 19:20 ---	20:12 ...	19:53 20:10		20:28 21:05 21:10 21:00	20:28 21:05 21:10 21:00	20:28 21:05 21:10 21:00
TER Time Provided				20	17	17	12	4	20	20	5	20	20	20
Traffic Recovery Time Provided				18	25	25	5	22	19	13	6	20	20	20
Operational Time Provided				9	8	8	11	0	0	0	0	8	8	8

** Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

63571	13320	12361	19436	11428	18185	18603	13021	12375	63563	13005	13185	12333	13127	13121	22305	Station Code
JSME-MKA MEMU Pgr.	RNC-DGHR Intercity EXP	ASN-CSTM Exp.	ASN-ADI Exp.*	JSME-PUNE EXP	TATA-GODA EXP.	RNC-GODA EXP	HWH-RXL Mithila EXP	TBM-JSME Exp.	ASN-JSME MEMU Pgr.	HWH-ASR MAIL	SDAH-JYG Gangasagar EXP	HWH-PRYJ Vibhuti EXP	KOAA-ARA Garib Rath Exp.	KOAA-GCT EXP	SMVB-JSME EXP	
Daily	Daily	SUN	SAT	SUN	MON	TU,TH,SA	Daily	SUN	Daily	Daily	Daily	Daily	TU,TH,SA.	SUN	Mon.	
**	130	130	130	130	110	110	130	130	**	130	110	130	130	130	130	
	20:10 20:12	20:36 20:39	20:36 20:39		21:23 21:28	21:23 21:28	21:37 21:41	21:53 21:55	22:11 22:13	22:55 22:59	23:27 23:30	23:48 23:50	23:57 23:59	23:57 23:59	23:57 23:59	MDP
	20:02 ...	20:29 ...	20:29 ...		21:18 ...	21:18 ...	21:31 ...	21:45 ...		22:49 ...	23:20 ...	23:40 ...	23:49 ...	23:49 ...	23:49 ...	PTT NPZ
	20:17½	20:45	20:45		21:34½	21:34½	21:47	22:01	22:19	23:05	23:36	23:56½	00:05½	00:05½	00:05½	MUW
	20:23 20:24	...	...		...	...	...	...	22:24 22:25	...	...	...	...	...	...	
	20:14 ...	...	...		...	...	...	...	...	...	...	...	...	...	...	PTT ANMP
	...	...	...		...	...	...	E2	OP10	...	...	...	...	...	...	
	20:30 20:31	...	...		...	...	...	...	22:42 22:43	...	...	...	...	...	...	SNQ
	20:21 E2	20:58	20:58		21:43½	21:43½	21:55½	22:11	22:43	23:13	23:44½	00:05½	00:18	00:18	00:18	PTT
	20:35 20:36	...	...		...	...	...	...	22:48 22:49	...	...	...	...	...	...	KBQ
	20:26 E12	...	...		...	...	...	OP2	E9T12	E9T5	...	...	...	...	E16T11	PTT
---	20:50 20:20	21:06 21:09	21:06 21:09	---	21:53 21:58	21:53 21:58	22:03 22:08	22:40 ---	23:05 ---	23:18 23:22	23:53 23:58	00:15 00:20	00:28 00:30	00:28 00:30	00:50 ---	JSME
...	21:00	20:59	20:59		21:48	21:48	21:58			23:12	23:48	00:10	00:20	00:20		PTT TTN
20:25½		21:16	21:16	21:52½	22:05½	22:05½	22:15			23:29	00:05	00:27½	00:37	00:37		
20:32 20:33		...	...	...	...	...	...			...	...	...	...	...		LHB
20:38 20:39		...	...	...	...	...	...			...	...	...	...	...		TLB
20:44 20:45		...	...	...	...	...	...			...	...	...	OP11	OP11		STL
20:51 20:52		...	...	...	...	...	...			...	...	E12	OP4	OP4		GHN
E4OP4		21:29½	21:29½	22:07½	22:20½	22:20½	22:30			23:42	00:20	00:55	01:06	01:06		
21:06 21:07		...	...	...	...	...	...			...	...	...	...	...		NRGO
21:12 21:13		...	...	...	...	...	...			...	...	...	...	...		RJLA
21:20 21:25		...	...	...	...	...	...			...	...	...	...	...		
		22:10 22:15	22:10 22:15	22:45 22:50	22:45 22:50	22:45 22:50	23:21 23:26			00:50 00:55	01:00 01:05	01:17 01:22	01:45 01:50	01:45 01:50		JAJ
		22:05	22:05	22:40	22:40	22:40	23:15			00:40	00:55	01:12	01:40	01:40		PTT
4	14	12	12	3	14	14	20	11	9	20	20	20	20	20	16	
0	0	21	21	16	0	0	4	12	5	37	8	2	5	5	11	
4	0	0	0	2	0	0	18	0	10	0	0	0	17	17	0	

* Extension upto VTA will be notified later

** Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/TSRs.

TRACK -ASN - STN - Quadruple. STN - DHN - Double, BRR- ULT - Additional DN Slow Line. STN/LC - ULTL Single. . RULLING GRADIENT - 1/200 , SIGNALLING - ASN - STN - MACL , STN - CAM - Automatic. CAM - DHN - MACL , TRACTION - Electrified, Speed- 130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standar d of Inter Lock ing	18186 GODA TATA EXP.	18604 GODD A-RNC Exp.	13009 HWH - YNRK Doon EXP	12311 HWH - KLK Netaji Exp	15028 GKP- SBP Maurya Exp.	12938 HWH- GIM Garbha EXP	12496 KOAA- BKN Pratap EXP	22323 KOAA- GCT Shabd Bhedi EXP	12987 SDAH- AJMER EXP	12307 HWH - JODHP UR EXP
				TUE	TH,SA, M.	Daily	Daily	Daily	TUE	Sat	FRI	DAILY	TU,W,S A,SU
		Maximum cum Booked Speed(Kmph)		110	110	130	130	130	130	130	130	130	130
212.12	5.15	ASANSOL JN. <u>PTT</u>	SPL-III			00:01 00:06 23:56	00:32 00:37 00:27		01:26 01:36 01:26	01:31 01:36 01:26	01:31 01:36 01:26	01:47 01:50 01:40	02:05 02:09 01:59
217.27	3.78	Barachak Jn. <u>PTT</u>	SPL-III			...	...		...	...	...	...	...
221.05	3.80	Sitarampur Jn. <u>PTT</u>	SPL-III			00:17½	00:47½		01:45½	01:45½	01:45½	02:01½	02:18½
224.25	1.29	Kulti Link Cabin	SPL-III	...	...	...	...	...	...	...	...	...	...
226.14	3.26	Kulti <u>PTT</u>	SPL-III	00:04	00:04	...	...	00:53	...	...	...	...	...
229.40	2.52	Barakar <u>PTT</u>	SPL-III	00:09	00:09	00:21	00:51½	00:58	01:49	01:49	01:49	02:05	02:22
231.92	4.61	Kumardubi <u>PTT</u>	SPL-III	...	...	00:26 00:28 00:18	...	01:03 01:05 00:55	...	...	...	...	...
236.53	5.34	Mugma <u>PTT</u>	SPL-III	00:11½	00:11½	...	00:54	...	01:51	01:51	01:51	02:07	02:24
241.87	4.23	Thaparnagar <u>PTT</u>	SPL-III	...	...	00:14 00:15 00:05	...	01:08 01:10 01:00	...	...	...	...	...
246.10	9.36	Kalubathan <u>PTT</u>	SPL-III	00:19	00:19	00:34	00:58½	01:14	01:55	01:55	01:55	02:11	02:28
255.46	5.85	Chhota Ambana <u>PTT</u>	SPL-III	...	...	...	...	...	...	...	...	...	...
261.31	4.49	Pradhankhunta Jn. <u>PTT</u>	B-III	00:22½	00:22½	00:37½	01:02	01:17½	01:58½	01:58½	01:58½	02:14½	02:31½
265.80	5.08	Dokra (H)	C-III	...	...	...	E2	OP3	...	...	...	...	OP12
270.88		DHANBAD	B-III	00:25½	00:25½	00:39½	01:06½	01:23	02:00½	02:00½	02:00½	02:16½	02:45½
				...	...	E5T12	E8	OP9	...	...	...	E3T18	OP9
				00:31	00:31	01:03	01:20	01:38	02:06	02:06	02:06	02:43	03:00
				E4T20	E4T20	E7	E2T9	E4T10	E12T17	E12T17	E12T17	E9	E4T1
				...	...	...	...	...	...	...	...	...	...
				01:00	01:00	01:15	01:35	01:57	02:40	02:40	02:40	02:57	03:10
				...	...	...	...	...	...	...	...	...	...
				01:04	01:04	01:19	01:39	01:59	02:42	02:42	02:42	03:01	03:14
				01:15	01:15	01:25	01:45	02:10	02:50	02:50	02:50	03:07	03:20
				01:20	01:20	01:30	01:50	02:20	02:55	02:55	02:55	03:12	03:25
TER Time Provided				4	4	12	12	4	12	12	12	12	4
Traffic Recovery Time Provided				20	22	12	9	10	17	17	17	18	1
Operational Time Provided				0	0	0	0	15	0	0	0	0	21

22307	12321	13404	18630	18120	18106	63541	13553	13319	12019	22303	15662	13503	22387	12371	12381	STATION CODE
HWH BKN EXP	HWH - Mumba i Mail	BGP- RNC Vananc hal EXP	GKP RNC EXP	JYG TATA EXP	JYG- ROU Exp.	ASN- GMO MEMU Pgr.	ASN- BSB MEMU EXP	DUMK- RNC Intercity Exp.	HWH- RNC Shatab di EXP	HWH GAYA Vande Bharat EXP	KYQ - RNC EXP	BWN- HTE MEMU EXP	HWH - DHN Black diamon d EXP	HWH- BKN EXP	HWH - NDLS Poorva EXP	
M,THU, F	Daily	Daily	SU	SU	M,TH,S A	Daily	Daily	Daily	Except SU.	expt Th	W.	Daily	DAILY	MON.	W,TH,S U.	
130	130	130	130	110	110	*	*	110	130	130	130	*	130	130	130	
02:05 02:09 01:59	02:20 02:25 02:15	02:51 02:56 02:46				04:45	06:30		08:22 08:24 08:14	08:43 08:45 08:35	08:35 09:00 08:50	08:59 09:07 08:57	09:41 09:44 09:34	10:43 10:48 10:38	10:43 10:48 10:38	ASN PTT
...	...	...				04:51 04:52	06:36 06:37 06:35		...	...	T2 ...	U 09:14 09:15 09:05	...	...	...	BCQ PTT
02:15	02:31	03:02							08:30	08:50	09:10	09:15 09:21 09:12	09:52	10:54	10:54	STN PTT
02:18½	02:34½	03:06½				04:57 04:58	06:42 06:43 06:39		08:33½	08:54	09:13½	09:22 09:22 09:12	09:58 09:59 09:49	10:57½	10:57½	ULTL PTT
...	...	...	03:53	04:22	04:22	...	...	07:20	...	...	...	...	...	...	...	ULT PTT
02:22	02:38	03:10½	03:56½	04:27	04:27	05:03 05:04	06:48 06:49 06:44	...	08:37	08:57	09:17	09:28 09:29 09:19	10:05 10:06 09:56	...	...	BRR PTT
...	02:43 02:45 02:35	...	...	...	...	05:08 05:09	06:53 06:54 06:49	...	...	...	...	09:33 09:34 09:24	10:10 10:11 10:01	...	...	PTT
02:24		03:13	03:58½	04:29½	04:29½	05:09		07:27½	08:39½	08:59	09:19			11:03	11:03	
...	...	...	...	...	...	05:13 05:14	06:58 06:59 06:54	07:31 07:32 07:22	...	...	...	09:38 09:39 09:29	10:14 10:15 10:05	...	...	KMME PTT
02:25½	02:49½	03:14½	04:00	04:31	04:31									...	...	MMU PTT
...	...	...	...	...	...	05:18 05:19	07:03 07:04 06:59	...	...	...	...	09:43 09:44 09:34	...	...	...	TNW PTT
02:28	02:52	03:17½	04:02½	04:34	04:34				08:43½	09:02	09:23	09:49 09:50 09:40	...	...	...	...
02:31½	02:55½	03:21	04:06	04:37½	04:37½	05:24 05:25	07:09 07:10 07:05	...	...	...	...	09:50 09:50 09:40	10:23½	11:10½	11:10½	...
OP12	OP5															...
...	...	...	...	...	...	05:29 05:30	07:14 07:15 07:10	...	...	...	...	09:55 09:56 09:46	...	...	...	KAO PTT
02:45½	03:02½	03:23½	04:08	04:40½	04:40½											
OP9	E2			T9	T9											
...	...	...	...	...	...	05:37 05:38	07:22 07:23 07:18	...	...	...	...	10:04 10:05 09:55	...	...	...	CAM PTT
03:00	03:15	03:38	04:13½	04:55	04:55								10:32	11:18	11:18	
E4T1	E10T5	E6 T16	E3T30	E14T19	E14T21	E4T5	E4T12	E3T29	E12T2	E12T5	E12T9	E4T9	E12T9	E12T10	E12T10	PKA PTT
...	...	...	...	05:35 05:37 05:27	...	05:55 05:56	07:47 07:48 07:38	...	...	...	...	10:25 10:26 10:16	...	...	...	DOKRA
03:10	03:35	04:05	04:50	05:37 05:27	05:35								10:58	11:45	11:45	
...	...	...	...	...	...	06:02 06:03	07:53 07:54	...	...	...	...	10:32 10:33	...	...	...	DHN
03:14	03:37	04:09	04:54	05:46	05:46	06:09 06:12	08:02 08:07	08:29 08:42	09:14 09:28	09:38 09:45	10:04 10:20	10:42 10:47	11:03 11:18	11:47 11:55 12:00	11:47 11:55 12:00	
03:20	03:44	04:18	04:58	05:55	05:55											
03:25	03:49	04:23	05:03	06:00	06:00											
4	12	6	3	14	14	4	4	3	12	12	12	4	12	12	12	
1	5	16	30	28	30	5	12	29	2	5	11	9	9	10	10	
21	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	

U. will run via UP-II between ASN - STN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

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ASANSOL JN. - DHANBAD JN. - 58.76 Kms.

UP

TRACK - ASN - STN - Quadruple. STN - DHN - Double, BRR- ULT - Additional DN Slow Line. STN/LC - ULTL Single. . RULLING GRADIENT - 1/200 ,
SIGNALLING - ASN - STN - MACL , STN - CAM - Automatic. CAM - DHN - MACL , TRACTION - Electrified, Speed- 130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standar d of Inter Lock ing			12353 HWH - Lalkuan EXP	13545 ASN- GAYA MEMU Exp			12357 KOAA- ASR Durgian a EXP	13167 KOAA - AGC EXP	17322 JSME- VSG Exp.	17006 RXL- HYB Exp.	17008 DBG- SC Exp.
						FRI.	Daily			TU,SA	TH.	MON	SU	TU,F.
Maximum cum Booked Speed(Kmph)						130	*			130	130	130	130	130
212.12	5.15	ASANSOL JN.	SPL-III		PTT	10:43 10:48 10:38	13:45			14:50 14:52 14:42	14:50 14:52 14:42			
217.27	3.78	Barachak Jn.	SPL-III		PTT	...	13:51			...	...			
221.05	3.80	Sitarampur Jn.	RRI SPL-III		PTT	...	13:52 13:50			...	...			
224.25	1.29	Kulti Link Cabin	SPL-III		PTT	...	13:57 13:58			...	...			
226.14	3.26	Kulti	SPL-III		PTT	...	13:54			...	...			
229.40	2.52	Barakar	SPL-III		PTT	...	14:03 14:04 13:59			...	...			
231.92	4.61	Kumardubi	SPL-III		PTT	...	14:08 14:09 14:04			...	...			
236.53	5.34	Mugma	SPL-III		PTT	...	14:08 14:09 14:04			...	...			
241.87	4.23	Thaparnagar	SPL-III		PTT	...	14:13 14:14 14:09			...	...			
246.10	9.36	Kalubathan	SPL-III		PTT	...	14:18 14:19 14:14			...	...			
255.46	5.85	Chhota Ambana	SPL-III		PTT	...	14:24 14:25 14:20			...	...			
261.31	4.49	Pradhankhunta Jn.	B-III		PTT	...	14:29 14:30 14:25			...	...			
265.80	5.08	Dokra (H)	C-III		PTT	...	14:37 14:38 14:33			...	...			
270.88		DHANBAD	B-III		PTT	...	14:33 14:33 14:33			...	...			
TER Time Provided						12	4			12	12	3	3	3
Traffic Recovery Time Provided						10	12			6	6	12	17	17
Operational Time Provided						0	0			0	0	0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

13025	13151	13332	19607	11448		19414	12319	12379	12329	22317	63555	63543				STATION CODE
HWH - BPL EXP	KOAA - JAT EXP	PNBE - DHN Intercity Exp.	KOAA - MDJN EXP	HWH - JBP Shaktipunj EXP		KOAA - RJT EXP	KOAA - GWL EXP	SDAH - ASR Jallian walbag EXP	SDAH - ANVT Sampark Kranti EXP	SDAH - JAT Humsafar EXP	ASN - BRKA MEMU Pgr.	ASN - GMO MEMU Pgr.				
MON.	Daily	Daily	TH.	Daily		SA.	WED.	FRI.	TU.	MON	Daily	Daily				
130	130	110	130	130		130	130	130	130	130	*	*				
15:04 15:09 14:59	15:15 15:20 15:10		15:37 15:42 15:32	15:45 15:50 15:40		16:02 16:07 15:57	16:02 16:07 15:57	16:02 16:07 15:57	16:02 16:07 15:57	16:05 16:07 15:57	16:30	18:00				ASN
...	...		...	...		...	...	...	...	...	16:37	18:06				BCQ
15:16	15:26		15:48 E8T16	15:56		16:13	16:13	16:13	16:13	16:13	16:38	18:07				PTT
...	...		...	...		...	...	...	...	...	16:44	18:12				STN
15:19½	15:29½		16:16½	15:59½		16:16½	16:16½	16:16½	16:16½	16:16½	16:46	18:13				PTT
...	...	...	...	...		...	...	...	...	...	...	...				ULTL
...	...	15:37	...	...		...	...	...	...	...	...	...				ULT
15:23	15:35 15:37 15:29	15:43 15:45 15:25	16:20	16:05 16:06 15:56		16:20	16:20	16:20	16:20	16:20	16:52 16:53	18:18 18:19				PTT
...	15:42 15:44 15:36	15:50 15:52 15:32	...	16:10 16:12 16:02		...	...	...	...	...	16:58 16:59	18:23 18:24				BRR
...	15:49	...	T3	16:16		T2	T2	...	T2	T2	17:04	18:28				KMME
15:31	15:51 15:41	15:58	16:27	16:17 16:07		16:27 T2	16:27 T2	16:26 16:27 16:17	16:27 T2	16:27 T2	17:05	18:29				PTT
...	...	...	...	...		...	...	...	...	...	17:10	18:33				MMU
15:34	15:55	16:01	16:32	16:21½		16:32	16:32	16:32	16:32	16:32	17:11	18:34				PTT
...	...	...	...	...		...	...	...	...	...	17:17	18:39				TNW
15:37½ OP10	15:58½ OP4	16:08 OP15	16:39 E4	16:29 T3		16:39 E4	16:39 E4	16:39 E4	16:39 E4	16:39 E4	17:18	18:40				PTT
...	...	...	...	16:36		...	...	...	...	...	17:23	18:44				KAO
15:50	16:05	16:26	16:46	16:54		16:46	16:46	16:46	16:46	16:46	17:24	18:45				PTT
OP7	E12	E4 OP7	...	...		...	...	...	...	...	17:31	18:52				CAM
...	...	...	...	...		...	...	...	...	...	17:32	18:53				PTT
16:03	16:23	16:43	16:51½	17:02		16:51½	16:51½	16:51½	16:51½	16:51½	...	...				PKA
E12	T12	T2	T3	E12		T3	T3	T3	T3	T3	E4T5	E3T8				PTT
...	...	...	...	...		...	...	...	...	...	17:47	19:12				PKA
16:20	16:40	16:50	17:00	17:20		17:00	17:00	17:00	17:00	17:00	17:48	19:13				PTT
...	...	...	...	...		...	...	...	...	...	17:53	19:18				DOKR
16:24	16:42	16:56	17:05	17:24		17:05	17:05	17:05	17:05	17:05	17:54	19:19				DOKR
16:35	16:50	17:05	17:10	17:35		17:10	17:10	17:10	17:10	17:10	18:01	19:25				DHN
16:40	16:55	...	17:15	17:40		17:15	17:15	17:15	17:15	17:15	18:06	19:30				DHN
12	12	4	12	12		4	4	4	4	4	4	3				
0	12	2	24	3		7	7	3	7	7	5	8				
17	4	22	3	0		0	0	0	0	0	0	0				

Q. will run via UP-II between ASN - STN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

38

ASANSOL JN. - DHANBAD JN. - 58.76 Kms .

UP

TRACK -ASN - STN - Quadruple. STN - DHN - Double, BRR- ULT - Additional DN Slow Line. STN/LC - ULTL Single. . RULLING GRADIENT - 1/200 , SIGNALLING - ASN - STN
 MACL , STN - CAM - Automatic. CAM - DHN - MACL , TRACTION - Electrified, Speed- 130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standar d of Inter Lock ing			13425	12301	12313	12259	12942	12339	12175	12177	20975
						MLDT- Surat EXP	HWH - NDLS Rajdhani EXP	SDAH - NDLS Rajdhani EXP	SDAH - BKN DURON TO EXP	ASN BVC EXP	HWH - DHN Coalfield EXP	HWH - GWL Chamba I EXP	HWH - MTJ Chamba I EXP	HWH - AGC Chamba I EXP
						SA	SUE.	Daily	M,W,TH ,SU	TH	Daily	W,SU	FRI	TU
		Maximum cum Booked Speed(Kmph)				130	130	130	130	130	130	130	130	130
212.12	5.15	ASANSOL JN.	SPL-III		PTT	18:25 18:35 18:25	18:57 18:59 18:49	19:16 19:20 19:10	... 19:30	... 19:45	20:14 20:17 20:07	20:35 20:40 20:30	20:35 20:40 20:30	20:35 20:40 20:30
217.27	3.78	Barachak Jn.	SPL-III			...	...	...	...	...	...	B	B	B
221.05	3.80	Sitarampur Jn.	SPL-III		PTT	18:41 18:45½	19:05 19:08½	19:26 19:29½	19:35 19:38½	19:51 19:54½	20:23 20:29 20:19	20:46 20:49½	20:46 20:49½	20:46 20:49½
224.25	1.29	Kulti Link Cabin	SPL-III			...	...	...	...	...	...	...	...	...
226.14	3.26	Kulti	SPL-III		PTT	18:49½	19:12	19:33	19:42	19:58	20:35 20:36 20:26	20:53½	20:53½	20:53½
229.40	2.52	Barakar	SPL-III		PTT	18:52	19:14	19:35	19:44	20:00	20:41 20:42 20:32	20:56	20:56	20:56
231.92	4.61	Kumardubi	SPL-III		PTT	18:53½	19:15½	19:36½	19:45½	20:01½	20:46 20:47 20:37	20:57½	20:57½	20:57½
236.53	5.34	Mugma	SPL-III			18:56½	19:18	19:39	19:48	20:04	20:51½	21:00	21:00	21:00
241.87	4.23	Thaparnagar	SPL-III			19:00 T3	19:21½	19:42½	19:51½ OP6	20:07½ OP8	20:55	21:03½	21:03½	21:03½
246.10	9.36	Kalubathan	SPL-III			19:05½	19:23½	19:44½	20:00	20:18	20:57	21:08½	21:08½	21:08½
255.46	5.85	Chhota Ambana	SPL-III			E4 19:15 E8	19:29 E12	19:57 E5 T3	20:15	20:23½ E4T5	21:02½ E12T15	21:38 E12 T10	21:38 E12 T10	21:38 E12 T10
261.31	4.49	Pradhankhunta Jn.	B-III			19:28	19:46	20:10	20:20	20:38	21:35	22:05	22:05	22:05
265.80	5.08	Dokra (H)	C-III			19:36	19:48	20:12	20:24	20:42	21:39	22:07	22:07	22:07
270.88		DHANBAD	B-III			19:43 19:48	19:55 20:00	20:20 20:25	20:30 20:35	20:48 20:53	21:55 22:20	22:15 22:20	22:15 22:20	22:15 22:20
TER Time Provided						12	12	12	8	4	12	12	12	12
Traffic Recovery Time Provided						3	0	3	0	5	15	10	10	10
Operational Time Provided						0	0	0	6	8	0	24	24	24

B. will run via UP II betn.ASN - STN.

22912						12323			18620		18621				Station Code	Commercial classification of Stn
HWH - Indore Shipra EXP						HWH - BME EXP			GODA-RNC Intercity Exp.		PNBE-HTE Patliputra Exp.					
M,TH,SA.						TU,FRI.			Daily		Daily					
130						130			110		130					
20:35						21:18								<u>PTT</u>	ASN	
20:40						21:23										
20:30						21:13										
B						...									BCQ	
...						21:29										
20:46						...									STN	
...						21:32½										
20:49½						...			...		...				ULTL	
...						...			22:11		22:38					
...						...			...		22:44				ULT	
20:53½						21:36			22:16		22:46			<u>PTT</u>		
...						...					22:36					
20:56						21:38			22:19		22:50				BRR	
...						...			22:21		22:52			<u>PTT</u>		
20:57½						21:39½			22:11		22:42				KMME	
...						...			...		22:55					
21:00						21:42			22:25		22:57			<u>PTT</u>		
...						...			...		22:47				MMU	
21:03½						21:45½			22:28		23:02					
...						...			...		...				TNW	
21:08½						21:47½			22:31½		23:05½				KAO	
...						...			...		...					
OP24						E12 OP3			22:34½		23:08					
...						...			...		E16 OP8				CAM	
21:38						22:08			22:40		23:38					
E12 T10						T12			E6T34		T11				PKA	
...						...			...		...					
22:05						22:25			23:25		23:54					
...						...			...		...				DOKRA	
22:07						22:27			23:37		23:58					
22:15						22:35			23:48		00:07				DHN	
22:20						22:40			23:53		00:17					
12						12			6		16					
10						12			34		11					
24						3			0		8					

B. will run via UP II betn.ASN - STN.

TRACK - DHN - STN -Double. BRR- ULT - additional DN Slow Line. ULTL - STN/LC -Single. STN - ASN - Quadruple. RULLING GRADIENT -PKA - STN -1/141. STN - ASN - 1/200 ,
SIGNALLING - DHN - CAM - MACL, CAM - STN - Automatic. STN- ASN - MACL, TRACTION - Electrified, Speed-130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing		22308	12308	15661	18119	18105	12324	13010	18619	20976	22911
					BKN- HWH EXP	JU HWH EXP	RNC- KYQ EXP	TATA JYG WKLY EXP	ROU- JYG EXP	BME - HWH EXP	YNRK- HWH Doon EXP	RNC - GODA Intercity Exp.	AGC - HWH Chamb al EXP	Indore - HWH Shipra EXP
					M,TU,F	W,TH,S A,SU	TH.	SA	W,F,SU	M,F	Daily	Daily	FRI	M,TH,S A.
		Maximum cum Booked Speed(Kmph)			130	130	130	110	110	130	130	110	130	130
270.88	5.08	DHANBAD	B-III		00:10 00:20	00:10 00:20	00:40 00:45	00:40 00:45	00:40 00:45	01:15 01:20	01:25 01:30	02:00 02:05	02:25 02:30	02:25 02:30
265.80		Dokra (H)	C-III		...	...	...	...	...	...	...	...	...	...
	4.49				00:35	00:35	01:02	01:02	01:02	01:28	01:52	02:16	02:50	02:50
261.31		Pradhankhunta Jn.	B-III		...	...	...	01:08 01:10	...	...	...	...	...	...
					01:00	01:00	01:10	01:10	01:10	01:45	01:55	02:25	03:13	03:13
255.46		Chhota Ambana	SPL-III		...	...	...	...	...	...	...	...	...	...
	9.36				01:03	01:03	01:14	01:14	01:14	01:48	01:59	02:29	03:16	03:16
246.10		Kalubathan	SPL-III		...	...	...	...	...	...	...	...	...	...
	4.23				01:08	01:08	01:19½	01:19½	01:19½	01:53	02:04	02:34½	03:21	03:21
241.87		Thaparnagar	SPL-III		...	...	...	...	...	...	...	...	...	...
	5.34				01:10	01:10	01:22½	01:22½	01:22½	01:55	02:06	02:37	03:23	03:23
236.53		Mugma	SPL-III		...	...	...	...	...	...	...	...	...	...
	4.61				01:13½	01:13½	01:25½	01:25½	01:25½	01:58½	02:09½	02:40½	03:26½	03:26½
231.92		Kumardubi	SPL-III		...	...	...	...	...	...	...	02:45 02:46 02:36	...	...
	2.52				01:16	01:16	01:28	01:28	01:28	02:01	02:12	02:46	03:29	03:29
229.40		Barakar	SPL-III		...	...	...	...	...	...	02:15	02:50	...	...
	3.26				01:17½	01:17½	01:29½	01:29½	01:29½	02:02½	02:17 02:07	02:52 02:42	03:30½	03:30½
226.14		Kulti	SPL-III		...	...	...	...	...	...	...	...	...	...
	1.29				01:19	01:19	01:32	01:32	01:32	02:04	02:20½	02:55½	03:32	03:32
224.25		Kulti Link Cabin	SPL-III		...	...	...	...	...	...	...	...	...	...
	3.80				...	...	...	01:37	01:37	...	...	03:00	...	...
221.05		Sitarampur Jn.	SPL-III		...	...	...	...	...	...	E4	...	...	...
	3.78				01:22½	01:22½	01:36	...	...	02:07½	02:28	...	03:35½	03:35½
217.27		Barachak Jn.	SPL-III		...	...	R	...	...	E4	...	...	...	...
	5.15				01:27 E4	01:27 E4	01:46 E5T3	...	...	02:15	02:31½	...	03:39 E4	03:39 E4
212.12		ASANSOL JN.	SPL-III		01:39 01:44	01:39 01:44	02:00 02:10	...	...	02:21 02:26	02:38 02:43	...	03:48 03:53	03:48 03:53
	5.18				01:34	01:34	02:00	...	...	02:16 02:16	02:33 02:33	...	03:43 03:43	03:43 03:43
TER Time Provided			PTT		4	4	5	0	0	4	4	0	4	4
Traffic Recovery Time Provided					0	0	3	0	0	0	0	0	0	0
Operational Time Provided					0	0	0	0	0	0	0	0	0	0

R. will run via DN-II between STN-ASN

12176	12178	13168	12312	18622	17005	17007	17321	12340	12322	12314	12302	12358	63542	13331	63556	Station Code
GWL - HWH Chambal EXP	MTJ - HWH Chambal EXP	AGC - KOAA Exp.	KLK - HWH Netaji EXP	HTE - PNBE Patliputra Exp.	HYB - RXL Exp.	SC - DBG Exp.	VSG - JSME Exp.	DHN - HWH Coalfield EXP	Mumbai - HWH Mail.	NDLS - SDAH Rajdhani EXP	NDLS - HWH Rajdhani EXP	ASR - KOAA Durgiana Exp.	GMO - ASN MEMU Pgr.	DHN - PNBE Intercity Exp.	BRKA - ASN MEMU Pgr.	
W,SU.	TUE.	SUN.	Daily	Daily	SA	M,TH.	SUN	Daily	Daily	Daily	Except SA	TU,F.	Daily	DAILY	Daily	
130	130	130	130	130	130	130	130	130	130	130	130	130	*	110	*	
02:25 02:30	02:25 02:30	02:55 03:00	03:17 03:22	03:25 03:35	03:45 03:50	03:45 03:50	03:45 03:50	05:50	06:00 06:05	06:18 06:23	06:33 06:38	07:15 07:20	07:54 07:56	08:05	08:22 08:24	DHN
...	...	...	...	...	...	...	...	...	...	...	...	...	08:02	...	08:34	DOKRA
02:50	02:50	03:20	03:37	03:48	04:04	04:04	04:04	06:02	06:14	06:36	06:46	07:27	08:03	08:21	08:35	
...	...	...	...	...	...	...	...	...	...	...	...	...	08:09	...	08:44	PKA
03:13	03:13	03:35	03:45	03:55	04:20	04:20	04:20	06:10	06:30	06:40	06:57	07:44	08:10	08:25	08:45	
...	...	...	...	...	...	...	...	...	...	...	...	...	08:16	...	08:51	CAM
03:16	03:16	03:38	03:49	03:59	04:24	04:24	04:24	06:13	06:33	06:43	07:00	07:47	08:17	08:29	08:52	
...	...	...	...	...	...	...	...	...	...	...	...	...	08:24	...	09:00	KAO
03:21	03:21	03:43	03:54½	04:04½	04:29	04:29	04:29	06:18	06:38	06:48	07:05	07:52	08:25	08:34½ OP2	09:01	
...	...	...	...	...	...	...	...	...	...	...	...	...	08:31	...	09:06	TNW
03:23	03:23	03:45	03:57½	04:07½ E3	04:32½	04:32½	04:32½	06:20	06:40	06:50	07:07	07:54	08:32	08:40 OP2	09:07	
...	...	03:51 04:05	...	...	...	...	...	...	...	...	...	...	08:37	...	09:12	MMU
03:26½	03:26½	04:05	04:00½	04:13½	04:35½	04:35½	04:35½	06:23	06:43½	06:53½	07:10½	07:57½	08:38	08:45	09:13	
...	...	...	...	04:18	...	...	...	06:28	...	...	...	...	08:42	OP1	09:17	KMME
03:29	03:29	04:09½	04:03	04:20	04:38	04:38	04:38	06:29	06:46	06:56	07:13	08:00	08:43	08:49	09:18	
...	...	...	...	04:10	...	...	...	06:19	...	...	...	...	...	...	...	PTT
...	...	...	...	04:24	...	...	04:41	06:33	06:49	...	...	...	08:46	08:52	09:22	BRR
03:30½	03:30½	04:11	04:04½	04:26	04:42	04:42	04:42	06:34	06:51	06:57½	07:14½	08:01½	08:47	08:54	09:23	
...	...	...	...	04:16	...	...	04:42	06:24	06:41	...	...	...	...	08:44	...	PTT
...	...	...	...	04:30	...	...	...	06:38	06:54	...	...	...	08:51	08:59	09:27	ULT
03:32	03:32	04:13	04:07	04:32	04:46	04:46	04:46	06:39	07:22	06:59	07:16	08:03	08:52	09:01	09:28	
...	...	...	...	04:22	...	...	...	06:29	...	...	...	...	...	08:51	09:28	PTT
...	...	...	...	...	E1	E1	E1	...	...	...	...	...	...	...	...	ULTL
...	...	...	...	04:39	04:51	04:51	04:51	...	...	...	...	...	...	09:09	...	
...	...	...	...	...	...	...	...	...	E4 OP3	...	...	E4T4	E4T4	...	09:34	STN
03:35½	03:35½	04:18	04:11	...	...	...	...	06:44	07:33	07:02½	07:19½	08:14½	09:06	...	09:35	
...	...	...	...	...	...	...	...	06:45	...	...	...	...	09:07	...	...	PTT
...	...	E4T3	...	...	...	...	...	...	...	...	...	...	B	...	R	BCQ
03:39	03:39	04:29	04:15	...	...	...	...	06:50	07:39	07:06	07:23	08:18	09:13	09:41	09:42	
E4	E4	...	E4	...	...	...	...	E4T1	...	...	...	...	09:14	...	E4T16	
03:48	03:48	04:36	04:26	...	...	...	...	07:00	07:46	07:11	07:28	08:23	09:35	...	10:10	
03:53	03:53	04:41	04:31	...	...	...	...	07:03	07:56	07:13	07:30	08:25	...	...	...	ASN
03:43	03:43	04:31	04:21	...	...	...	...	06:53	07:36	07:03	07:20	08:15	...	...	...	PTT
4	4	4	4	3	3	3	1	4	4	0	0	4	4	3	4	
0	0	3	0	0	0	0	0	1	0	0	0	4	18	0	16	
0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

R. will run via DN-II between STN-ASN

B. will run via DN-II between BCQ-ASN

TRACK - DHN - STN -Double. BRR- ULT - additional DN Slow Line. ULTL - STN/LC -Single. STN - ASN - Quadruple. RULLING GRADIENT -PKA - STN -1/141. STN - ASN - 1/200 ,
SIGNALLING - DHN - CAM - MACL, CAM - STN - Automatic. STN- ASN - MACL, TRACTION - Electrified, Speed-130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			12941 BVC- ASN Exp.	12937 GIM - HWH Garbha Exp.	12495 BKN - KOAA Pratap Exp.	22324 GCT - KOAA Exp.	12260 BKN - SDAH Duronto EXP	13152 JAT- KOAA Exp.	13026 BPL - HWH Exp.	19608 MDJN - KOAA Exp.	19413 RJT - KOAA Exp.	12988 All - SDAH Exp.
						TH.	M	FRI	SAT	TU,W,F, SA.	Daily	TH	WED	FRI	Daily
		Maximum cum Booked Speed(Kmph)				130	130	130	130	130	130	130	130	130	130
270.88	5.08	DHANBAD	B-III			08:40 08:45	08:40 08:45	08:40 08:45	08:40 08:45	09:12 09:17	10:00 10:05	10:20 10:25	10:20 10:25	10:20 10:25	10:45 10:50
265.80	4.49	Dokra (H)	C-III			...	...	...	...	...	...	...	...	...	...
261.31		Pradhankhunta Jn.	B-III			...	...	...	...	...	...	...	...	...	...
255.46	9.36	Chhota Ambana	SPL-III			...	...	...	...	...	...	...	...	...	...
246.10	4.23	Kalubathan	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
241.87	5.34	Thaparnagar	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
236.53	4.61	Mugma	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
231.92	2.52	Kumardubi	SPL-III		PTT	...	...	...	...	...	11:00 11:01	...	...	...	...
229.40	3.26	Barakar	SPL-III		PTT	...	...	...	...	...	11:05 11:07	...	...	...	...
226.14	1.29	Kulti	SPL-III		PTT	...	...	...	...	...	11:11 11:13	...	...	...	...
224.25	3.80	Kulti Link Cabin	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
221.05	3.78	Sitarampur Jn.	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
217.27	5.15	Barachak Jn.	SPL-III			...	...	...	...	...	...	T5 ...	T5 ...	T5 ...	B ...
212.12	5.18	ASANSOL JN.	SPL-III		PTT	...	...	...	...	...	...	...	...	...	...
TER Time Provided						4	4	4	4	0	0	4	4	4	4
Traffic Recovery Time Provided						20	1	5	5	0	0	5	5	5	6
Operational Time Provided						0	0	0	0	0	0	0	0	0	0

B. will run via DN-II btn STN- ASN

13546	12330	12380	12320	12372	12382	22318	12354	22388	13504	12020	22304	13320	11447	13554		Station Code
GAYA-ASN MEMU EXP.	ANVT - SDAH Sampark Kanti Exp.	ASR - SDAH Jallianwalabag Exp.	GWL-KOAA Exp.	BKN - HWH Exp.	NDLS - HWH Poorva Exp.	JAT - SDAH Humsafar Exp.	Lalkuan HWH Exp.	DHN-HWH Black Diamond Exp.	HTE - BWN MEMU Exp	RNC-HWH Shatabdi EXP	GAYA HWH VB EXP	RNC-DUMK Intercity Exp	JBP-HWH Shaktipunj Exp	BSB - ASN MEMU Exp		
Daily	TH	Mon	FRI,	FRI,	TU,W,S A.	TH.	SUN	Daily	Daily	Except SU	expt Th	Daily	Daily	Daily		
*	130	130	130	130	130	130	130	130	*	130	130	110	130	*		
11:10 11:15	11:37 11:42	11:37 11:42	11:37 11:42	11:50 11:55	12:00 12:05	12:20 12:25	13:50 13:55	— 16:20	15:35 16:40	17:35 17:40	18:00 18:02	17:55 18:10	18:15 18:20	18:45 18:50		DHN
...	...	...	...	...	...	...	...	...	16:50	...	...	...	...	18:57		DOKRA
11:28 11:35	11:50 12:10	11:50 12:10	11:50 12:10	12:15 12:25	12:26 12:38	12:45 13:05	14:15 14:35	16:31 16:40	16:51 16:59	17:49 18:05	18:08 18:18	18:19 18:35	18:36 18:45	18:58 19:16		PKA
11:36 11:42	...	...	...	...	...	...	...	...	17:07	...	...	...	...	19:17		CAM
11:43 11:38	12:13	12:13	12:13	12:28	12:41	13:08	14:38	16:44	17:08	18:08	18:20½	18:39	18:48	19:24 19:25 19:20	PTT	KAO
11:50 11:51 11:41	...	...	...	...	...	...	...	...	17:15	...	...	...	...	19:32 19:33 19:23	PTT	TNW
11:55 11:56 11:46	...	...	...	...	...	...	...	...	17:20	...	...	...	...	19:37 19:38 19:28	PTT	MMU
12:01 12:02 11:52	...	...	...	...	...	...	...	...	17:26	...	...	...	...	19:43 19:44 19:34	PTT	
12:06 12:07 11:57	T2 ...	12:28 12:29 12:19	T2 ...	...	...	...	...	16:59	17:31	...	...	18:54	19:02	19:48 19:49 19:39	PTT	KMME
12:10 12:11 12:01	...	...	...	...	...	...	...	17:04	17:35	...	...	...	19:07	19:52 19:53 19:43	PTT	BRR
12:14 12:15 12:05	...	...	...	...	...	...	...	17:10	17:39	...	...	...	19:11	19:56 19:57 19:47	PTT	ULT
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		ULTL
...	E4	E4	E4	E4T6	T13	E4	E4	...	E4	...	...	19:05	...	...		
12:20 12:21 12:11	...	...	...	...	...	...	...	17:18	17:49	...	...	...	...	20:02 20:03 19:53	PTT	STN
12:26 12:27 12:17	...	...	...	...	...	...	...	...	17:55	...	...	...	...	20:19 20:20 20:10	PTT	BCQ
E4T21	...	...	...	...	...	...	...	E4	17:46	...	...	...	...	E4T18		ASN
13:00 —	12:53 13:03 12:53	12:53 13:03 12:53	12:53 13:03 12:53	13:07 13:17 13:07	13:26 13:36 13:26	13:43 13:45 13:35	15:11 15:16 15:06	17:34 17:37 17:27	18:45 18:50 18:40	18:37 18:39 18:29	18:48 18:50 18:40	...	19:26 19:31 19:21	20:50 —	PTT	
4	4	4	4	4	0	4	4	4	4	0	0	0	0	4		
21	4	0	4	6	16	0	0	0	38	0	0	0	0	29		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - DHN - STN -Double. BRR- ULT - additional DN Slow Line. ULTL - STN/LC -Single. STN - ASN - Quadruple. RULLING GRADIENT -PKA - STN -1/141. STN - ASN - 1/200 , SIGNALLING - DHN - CAM - MACL, CAM - STN - Automatic. STN- ASN - MACL, TRACTION - Electrified, Speed-130 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standar d of Inter Lock ing			18603 RNC - GODA Exp.	18185 TATA- GODA Exp		63544 GMO - ASN Pgr.	18629 RNC GKP EXP		15027 SBP - GKP Maurya Exp.		
						TU,TH, SA	MON		Daily	F		Daily		
Maximum cum Booked Speed(Kmph)						110	110		*	130		130		
270.88	5.08	DHANBAD	B-III			19:05 19:10	19:05 19:10		21:25 21:30	21:40 21:45		21:50 22:00		
265.80		Dokra (H)	C-III			...	...		21:38 21:39	...		...		
261.31		Pradhankhunta Jn.	B-III			19:24 ...	19:24 ...		21:55 21:56	...		...		
255.46	9.36	Chhota Ambana	SPL-III			19:42 ...	19:42 ...		22:03 22:04	...		...		
246.10	4.23	Kalubathan	SPL-III			19:51 ...	19:51 ...		22:11 22:12	...		...		
241.87	5.34	Thaparnagar	SPL-III			19:54 ...	19:54 ...		22:16 22:17	...		...		
236.53	4.61	Mugma	SPL-III			19:57 ...	19:57 ...		22:22 22:23	...		...		
231.92	2.52	Kumardubi	SPL-III			T2 ...	20:01 20:02		22:27 22:28	...		22:45 22:47		
229.40	3.26	Barakar	SPL-III			T1 ...	20:02 20:04		...	22:35 22:40		22:37 22:42		
226.14	1.29	Kulti	SPL-III			20:07 ...	20:07 ...		22:37 22:38	...		22:56 22:58		
224.25	3.80	Kulti Link Cabin	SPL-III			20:11 ...	20:11 ...		...	22:50		22:48 23:05		
221.05	3.78	Sitarampur Jn.	SPL-III						E1T6 22:51 22:52					
217.27	5.15	Barachak Jn.	SPL-III						B 22:57 22:58					
212.12	5.18	ASANSOL JN.	SPL-III						E3T11 23:20 —					
TER Time Provided						0	0		4	3		0		
Traffic Recovery Time Provided						3	0		17	0		0		
Operational Time Provided						0	0		0	5		0		

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

B. will run via DN-II btn STN-ASN

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JHAJHA MADHUPUR - 72.89 Kms**DN**

TRACK - JAJ - MDP - Double, RULLING GRADIENT - JAJ - GHN - 1/100, GHN - MDP - 1/160, SPEED - JAJ- MDP - 130 Kmph.

SIGNALLING - JAJ - MDP - MACL

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter locking	13288	12352	13006	18630	12334	18106	18120	13020	22844	63562
				ARA-DURG South Bihar Exp	RJPB-HWH Exp	ASR-HWH MAIL	GKP RNC EXP	PRRB-HWH Vibhuti EXP	JYG-ROU EXP	JYG TATA WKLY EXP	KGM-HWH Bagh Exp.	BXR-BSP SF EXP	BDME-ASN MEMU Pgr.
				Daily	Daily	Daily	SU	Daily	M,TH,S A	SU	Daily	SUN	Daily
Maximum Permissible Speed				130	130	130	130	130	110	110	110	130	*
366.43	4.14	JHAJHA	B III	00:35	01:03	01:23	01:40	01:55	02:25	02:25	02:45	03:25	
		PTT		00:40	01:08	01:28	01:45	02:00	02:30	02:30	02:50	03:30	
362.29	3.77	RAJLA	D	...	...	...	...	...	...	...	...	...	
358.52	4.37	NARGANJO BH.	C III	...	...	...	...	...	...	...	...	...	
354.15	6.36	GHORPARAN	SPL III Dn C	00:48	01:16	01:36	01:52	02:10	02:38	02:38	03:00	03:37½	
347.79	2.65	SIMULTALA	B III	...	...	...	...	...	...	...	03:08	...	
		PTT		00:54	01:22	01:42	01:58	02:16½	02:44½	02:44½	03:10	03:43½	
345.14	6.99	TALWA BAZAR	D	...	...	...	...	...	...	...	...	...	
338.15	8.45	LAHABON	B III	...	...	...	...	...	...	...	...	...	
				00:59½	01:27½	01:47½	02:03½	02:22	02:50	02:50	03:17	03:49	
329.70	7.20	TULSITANR	B III	...	...	...	...	...	...	...	...	...	
				01:04½	01:32½	01:52½	02:08½	02:27	02:55	02:55	03:22	03:54	
322.50	5.41	JASIDIH JN.	B III	...	...	...	...	...	...	...	...	...	
		PTT		01:12	01:39	02:00	02:17	02:33	03:02	03:02	03:28	04:01	04:20
				01:17	01:41	02:05	02:19	02:38	03:04	03:04	03:33	04:03	04:30
317.09	3.20	KUMRABAD ROHINI F	D	...	...	...	...	...	...	...	...	...	
				...	...	...	...	...	...	...	...	...	
313.89	8.86	SHANKARPUR	B-III	...	...	...	...	...	...	...	...	...	04:39
				01:26	01:49	02:13	02:27	02:46	03:13	03:13	03:41	04:11	04:40
308.80	4.91	ARJUNNAGAR	D	...	...	...	...	...	...	...	...	...	
				...	...	...	...	...	...	...	...	...	
305.03	3.95	MATHURAPUR	SPL III Dn C	...	...	...	...	...	...	...	...	...	04:47
				01:30½	01:53½	02:17½	02:31½	02:51	03:17	03:17	03:46	04:15½	04:48
299.17	5.63	NAWAPATRA	C III	...	...	...	...	...	...	...	...	...	
				01:33½	01:56½	02:20½	02:34½	02:54½	03:20½	03:20½	03:49½	04:18½	04:53
293.54		MADHUPUR JN	B III	...	...	...	...	...	...	...	...	...	
				01:39	02:01	02:25	02:44	03:01	...	03:28	03:56	04:23	05:00
		PTT		01:43	02:06	02:29	02:46	03:03	03:30	03:30	03:58	04:25	05:02
				01:33	01:56	02:19	02:36	02:53	...	03:20	03:48	04:15	
TER Time Provided				0	0	0	7	1	0	0	0	0	0
Traffic Recovery Time Provided				0	0	0	0	0	5	0	0	0	0
Operational Time Provided				0	0	0	0	0	0	0	0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

DN JHAJHA MADHUPUR - 72.89 Kms

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22466	22460	12274	13319	63298	12332	13044	13166	63570	22306	12306	63572	12024	13508	13510	12318	Station Code
ANVT-MDP Exp.	ANVT-MDP Humsafar Exp.	NDLS-HWH Duronto EXP	DUMK-RNC Intercity EXP	JAJ-DGHR MEMU Pgr	JAT-HWH HIMGI RI EXP	RXL-HWH EXP	SMI-KOAA EXP	BDME-ASN MEMU Pgr.	JSME-SMVB EXP	NDLS-HWH Rajdhani EXP	MKA-JSME MEMU Pgr.	PNBE-HWH Janshat abdi Exp.	GKP-ASN EXP	GOND A-ASN EXP	ASR-KOAA Akal Takht EXP	
TH	TU	W,SU	Daily	Daily	TU,W,S A	F,SU	MON	Daily	FRI	SAT	Daily	SUE	SUN	TH	W,SA	
130	130	130	130	*	130	130	130	*	130	130	*	130	110	110	130	
04:05	04:05	...	...	...	05:30	05:40	05:40	...	...	...	07:45	08:21	08:40	08:40	09:00	JAJ
04:10	04:10	04:30	...	05:00	05:35	05:45	05:45	...	...	07:20	07:50	08:26	08:45	08:45	09:05	PTT
04:00	04:00	...	...	...	05:20	05:35	05:35	...	...	...	...	08:20	08:40	08:40	08:55	RJLA
...	...	...	...	05:05	...	...	...	...	...	...	07:55	...	...	...	...	NRGO
...	...	...	...	05:06	...	...	...	...	...	...	07:56	...	...	...	...	
...	...	...	...	05:11	...	...	...	...	...	...	08:01	...	...	...	...	
04:19	04:19	04:35½	...	05:12	05:42½	05:53	05:53	...	...	07:25½	08:02	08:30½	08:53	08:53	09:12	GHN
...	...	...	...	05:17	...	...	...	...	...	...	...	...	...	...	...	
04:22	04:22	04:38½	...	05:18	05:45½	05:56	05:56	...	...	07:28½	08:06½	08:33½	08:56	08:56	09:15	STL
...	...	...	...	05:24	...	...	...	...	...	...	08:12	...	...	...	...	
04:25½	04:25½	04:41½	...	05:25	05:48½	05:59½	05:59½	...	...	07:31½	08:13	08:36½	08:59½	08:59½	09:18	TLB
...	...	...	...	05:29	...	...	...	...	...	...	08:17	...	...	...	...	
...	...	...	...	05:30	...	...	...	...	...	...	08:18	...	...	...	...	LHB
...	...	...	...	05:36	...	...	...	...	...	...	08:24	...	...	...	...	
04:31	04:31	04:47	...	05:37	05:54	06:05	06:05	...	...	07:37	08:25	08:42	09:05	09:05	09:23½	TTN
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
04:36	04:36	04:52	...	05:43	06:01	06:10	06:10	...	...	07:42	08:30	08:47	09:10	09:10	09:28½	JSME
...	...	...	...	E3T3	...	...	...	...	...	...	E3	...	...	...	...	
04:45	04:45	04:59	04:55	05:58	06:08	06:17	06:17	06:25	...	07:49	08:40	08:54	09:17	09:17	09:35	PTT
04:47	04:47	05:01	05:15	06:00	06:13	06:19	06:19	06:35	07:10	07:53	...	08:57	09:19	09:19	09:37	KBQ
04:37	04:37	04:51	05:05	...	06:03	06:09	06:09	...	...	07:43	...	08:47	09:09	09:09	09:27	PTT
...	...	...	05:20	...	...	...	...	06:41	...	...	...	...	...	...	...	SNQ
...	...	...	05:21	...	...	...	...	06:42	...	...	...	...	...	...	...	PTT
...	...	...	05:26	...	...	...	...	06:47	...	...	...	...	...	...	...	ANMP
04:55	04:55	05:09	05:27	...	06:21	06:28	06:28	06:48	07:18	08:02	...	09:05	09:28	09:28	09:45	PTT
...	...	...	05:17	...	...	...	...	06:47	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	06:52	...	...	...	...	...	...	...	MUW
...	...	...	...	...	...	...	...	06:53	...	...	...	...	...	...	...	PTT
04:59½	04:59½	05:14	05:34	...	06:25½	06:33	06:33	06:58	...	07:22½	08:06½	...	09:09½	09:33	09:33	NPZ
...	...	...	05:35	...	...	...	...	06:59	...	...	...	...	...	...	...	
...	...	...	05:25	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	07:01	...	...	...	...	...	...	...	
05:03	05:03	05:17	05:39½	...	06:28½	06:36½	06:36½	07:02	07:25½	08:09½	...	09:12½	09:36½	09:36½	09:52½	MDP
E6T15	E6T15	...	05:45	...	06:33	06:44	06:44	07:10	07:30	08:14	...	09:17	09:44	09:44	09:57	PTT
05:30	05:30	05:20	05:47	...	06:35	06:46	06:46	07:12	07:32	08:16	...	09:19	09:46	09:46	09:59	
...	...	...	05:37	...	06:25	06:36	06:36	...	07:30	08:06	...	09:09	09:36	09:36	09:49	
6	6	0	0	3	0	0	0	0	0	0	3	0	0	0	0	
15	15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - JAJ - MDP - Double, RULLING GRADIENT - JAJ - GHN - 1/100, GHN - MDP - 1/160, SPEED - JAJ- MDP - 130 Kmph. SIGNALLING - JAJ - MDP - MACL

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter lock ing	12316 UDZ- KOA Ananya Exp.	12326 NLDM- KOA Gurumuk hi Exp	12236 ANVT- MDP Humsafar EXP	22348 PNBE- HWH Vande Bharat EXP	18184 BXR -TATA EXP	12304 NDLS - HWH Poorva EXP	14049 GODA DLI WKLY EXP	63566 JAJ - JSME MEMU Pgr.	18420 JYG -PURI EXP	18450 PNBE- PURI EXP	17006 RXL- HYB EXP
				TUE	SUN	FRI	Expt W	Daily	M,T,H,F,S J.	W	Daily	SAT	WED	SUN
Maximum Permissible Speed				130	130	130	130	130	130	130	**	130	130	130
366.43	4.14	JHAJHA	B III	09:00 09:05	09:00 09:05	09:00 09:05	...	10:15 10:35	11:05 11:10			12:05 12:10	12:05 12:10	12:30 12:35
		PTI		08:55	08:55	08:55	10:25	10:25	11:00			12:00	12:00	12:25
362.29	3.77	RAJLA	D	...	...	...	...	...	...			11:30 11:31	...	...
358.52	4.37	NARGANJO BH.	C III	...	...	...	...	...	...			11:36 11:37	...	...
354.15	6.36	GHORPARAN	SPL III Dn C	...	...	...	...	...	...			11:42 11:43	...	...
347.79	2.65	SIMULTALA	B III	...	...	...	...	10:49 10:51	...			11:49 11:50	...	...
345.14	6.99	PTI TALWA BAZAR	D	...	...	...	...	...	...			11:54 11:55	...	...
338.15	8.45	LAHABON	B III	...	...	...	...	...	...			12:01 12:02	...	...
329.70	7.20	TULSITANR	B III	...	...	...	...	...	...			12:08 E4T7	...	...
322.50	5.41	JASIDIH JN.	B III	09:35 09:37	09:35 09:37	09:35 09:37	10:51 10:53	11:10 11:15	11:41 11:45	11:45 12:05	12:25	12:40 12:48	12:40 12:48	13:07 13:10
317.09	3.20	PTI KUMRABAD ROHINI F	D	09:27	09:27	09:27	10:43	11:05	11:35	11:55		12:38	12:38	13:00
313.89	4.91	SHANKARPUR	B-III	...	...	...	...	...	...			...	...	...
308.80	3.95	ARJUNNAGAR	D	...	...	...	...	...	...			...	...	...
305.03	5.86	MATHURAPUR	SPL III Dn C	...	...	...	...	...	...			...	...	...
299.17	5.63	NAWAPATRA	C III	...	...	...	...	...	...			...	...	...
293.54	9.63	MADHUPUR JN	B III	09:57 09:59	...	...	...	11:35 11:37	12:05 12:07	12:30 12:50		13:08 13:12	13:08 13:12	13:35 13:37
		PTI		09:49	...	...	...	11:27	11:57	12:40		13:02	13:02	13:27
TER Time Provided				0	0	6	0	0	0	3	4	0	0	0
Traffic Recovery Time Provided				0	0	15	0	0	0	2	7	0	0	0
Operational Time Provided				0	0	0	0	0	0	0	0	0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

17008	17322	12376	22500	13332	63510	63546	22198	11427	13208	63210	63564	63574	12254	22644	12362	19435	Station Code
DBG-SC EXP	JSME - VSG EXP	JSME - TBM EXP	BSB- DGHR VB EXP	PNBE - DHN Intercity EXP	JAJ - BWN MEMU Pgr.	JSME - UDL MEMU Pgr.	VGLJ- KOAA P.S.S. Exp.	PUNE - JSME EXP	PNBE - JSME MEMU Exp.	PNBE- DGHR MEMU Pgr.	JSME - ASN MEMU Pgr.	KIUL - JSME MEMU Pgr.	BGP - SMVB Anga EXP	PNBE - ERS EXP	CSTM - ASN Exp.	ADI -ASN EXP*	
TU,F	MON	WED	Expt TU	Daily	Daily	SAE	SAT	SAT	Daily	Daily	Daily	Daily	WED	TH,F.	TH.	FRI.	
130	130	130	130	130	**	**	130	130	**	**	**	**	130	130	130	130	
12:30			...	12:55	...		13:55	14:10	15:50	16:05		16:25	...	17:35	17:50	17:50	JAJ
12:35			12:45	13:00	13:20		14:00	14:15	15:52	16:10		16:30	17:40	17:40	17:55	17:55	
12:25				12:50			13:50	14:05	15:37					17:30	17:45	17:45	PTI
...			...	...	13:25		...	...	15:57	16:15		16:35	...	...	...	...	RJLA
...			...	...	13:26		...	...	15:58	16:16		16:36	...	...	...	...	PTI
...			...	...	13:31		...	...	16:02	16:21		16:40	...	...	...	...	NRGO
12:43			12:50	13:10	13:32		14:07	14:22	16:03	16:22		16:41	17:47	17:47	18:02	18:02	PTI
...			...	...	...		...	...	16:08	16:27		16:46	...	...	...	...	GHN
12:46			12:53	13:13	13:37		14:10	14:25	16:09	16:28		16:47	17:50	17:50	18:05	18:05	
...			...	13:18	13:43		...	...	16:15	16:34		16:53	...	...	...	...	STL
12:49½			12:58	13:19	13:44		14:13	14:28	16:16	16:35		16:54	17:53	17:53	18:08	18:08	PTI
...			...	...	13:48		...	...	16:21	16:39		16:59	...	...	...	...	TLB
...			...	...	13:49		...	...	16:22	16:40		17:00	...	...	...	...	PTI
...			...	...	13:55		...	...	16:27	16:46		17:05	...	...	...	...	LHB
12:55			13:03	13:26	13:56		14:18½	14:33½	16:28	16:47		17:06	17:58½	17:58½	18:13½	18:13½	PTI
...			...	...	...		...	...	16:18	T2		...	...	...	...	...	TTN
13:00			13:10 E2	13:31	14:02		14:23½	14:38½ E3T22	16:34 E3T9	16:55 E4		17:12 E3T8	18:03½	18:03½	18:18½	18:18½	
13:07	13:10	13:10	13:17	13:37	14:08	14:25	14:30	15:10	16:52	17:04	17:40	17:30	18:10	18:10	18:25	18:25	JSME
13:10			13:19	13:39	14:10		14:32			17:06			18:13	18:13	18:27	18:27	
13:00			13:00	13:29			14:22						18:03	18:03	18:17	18:17	PTI
...	...	...	...	...	14:16	14:31	...			17:46			...	...	...	...	KBQ
...	...	...	...	...	14:17	14:32	...			17:47			...	...	...	...	
...	13:19	13:19	13:19	13:47	14:21 14:22	14:36 14:37	...	14:40			17:52 17:53		18:21	18:21	18:36	18:36	SNQ
...	...	...	...	...	...	14:41 14:42	...	...			17:58 17:59		...	...	...	...	ANMP
...	...	...	...	...	14:29 14:30	14:45 14:46	...	...			18:03 18:04		...	...	...	...	MUW
13:24	13:24	13:24		13:52	14:35	14:51	14:44½				...		18:25½	18:25½	18:40½	18:40½	
...	...	...	...	13:55½	...	...	...	14:47½			18:09		18:28½	18:28½	18:43½	18:43½	NPZ
13:35	13:35	13:35		14:02	14:42	14:57	14:54				18:16		18:33	18:33	18:48	18:48	MDP
13:37	13:37	13:37		14:04	14:45	14:59	14:56				18:18		18:36	18:36	18:50	18:50	
13:27	13:32	13:32		13:54			14:46						18:26	18:26	18:40	18:40	PTI
0	0	0	2	0	0	0	0	3	3	4	0	3	0	0	0	0	
0	0	0	0	0	0	0	0	22	9	2	0	8	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

* Extension from VTA will be notified later

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - JAJ - MDP - Double, RULLING GRADIENT - JAJ - GHN - 1/100, GHN - MDP - 1/160, SPEED - JAJ- MDP - 130 Kmph. SIGNALLING - JAJ - MDP - MACL

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter lock ing		13030	13106	19603	18620	13156	13136	13158	13138	18621	15234	15272
					MKA - HWH EXP	BUI - SDAH EXP	DOZ GODA wklly Exp	GODA- RNC Intercity Exp.	SMI - KOAA EXP	JYG - KOAA EXP	MFP- KOAA Trihut EXP	AMH- KOAA Exp.	PNBE - HTE Patliputra Exp.	DBG- KOAA Exp.	MFP - HWH Jansadha ran Exp.
					Daily	Daily	Mon	Daily	M,F.	SUN.	WED.	TU.	Daily	W,SU	TUE.
Maximum Permissible Speed					110	110	130	110	130	130	130	130	130	130	130
366.43	4.14	JHAJHA	B III		18:15 18:20 PTT 18:10	18:40 18:45 18:35	18:55 19:00 18:50		19:30 19:35 19:25	19:30 19:35 19:25	19:30 19:35 19:25	19:30 19:35 19:25	20:05 20:10 20:00	20:25 20:30 20:20	20:25 20:30 20:20
362.29	3.77	RAJLA	D	PTT	18:24 18:25 18:15	...	...		...	...	...	...	...	...	...
358.52	4.37	NARGANJO BH.	C III		18:28 18:29 PTT 18:19	...	19:06		...	19:43	19:43	19:43	...	20:37	20:37
354.15	6.36	GHORPARAN	SPL III Dn C		18:33 18:34	...	19:09		...	19:46	19:46	19:46	...	20:40	20:40 T4
347.79	2.65	SIMULTALA	B III		18:40 18:42	19:01 19:02	...		19:51 19:53	...	19:53	19:53	20:26 20:28	20:45 20:47	...
345.14	6.99	TALWA BAZAR	D	PTT	18:32 18:47 18:48 PTT 18:38	18:52 ...	...		19:43 ...	...	...	...	20:18 20:34 20:36 20:26	20:37 ...	...
338.15	8.45	LAHABON	B III		18:52 18:53	...	19:17½		...	20:00	20:00	20:00	...	20:54	20:54
329.70	7.20	TULSITANR	B III	PTT	18:43 ...	...	...		...	20:05 OP4	20:05 OP4	20:05 OP4	...	20:59 T3	20:59
322.50	5.41	JASIDIH JN.	B III		19:05 19:10	19:19 19:24	19:28 19:33	19:50 20:10	20:15 20:20	20:15 20:20	20:15 20:20	20:18 20:20	20:53 20:55	21:08 21:10	21:05 21:10
317.09	3.20	KUMRABAD ROHINI F	D	PTT	19:00 19:16 19:17 PTT 19:07	19:14 ...	19:28 ...	19:55 ...	20:05 ...	20:05 ...	20:05 ...	20:05 ...	20:45 ...	21:00 ...	21:00 ...
313.89	4.91	SHANKARPUR	B-III		19:21 19:22 PTT 19:12	...		20:18	...	20:28	20:28	20:28	21:03 21:05 20:55	...	21:18
308.80	3.95	ARJUNNAGAR	D		...	...		...	...	...	...	...	...	...	...
305.03	5.86	MATHURAPUR	SPL III Dn C	PTT	19:28 19:29 19:19	...		20:23	...	20:33	20:33	20:33	21:14 21:15 21:05	...	21:24
299.17	5.63	NAWAPATRA	C III		19:34 19:35 19:25	OP3 19:44		20:26½	...	20:36½	20:36½	20:36½ T3	...	E2 21:29 T7	E2 21:29
293.54	9.63	MADHUPUR JN	B III	PTT	19:41 19:46 19:36	19:52 19:57 19:47		20:33 20:35 20:25	20:43 20:48 20:38	20:43 20:48 20:38	20:43 20:48 20:38	20:46 20:48 20:38	21:26 21:28 21:18	...	21:34 21:39 21:29
TER Time Provided					0	0		0	0	0	0	0	0	2	2
Traffic Recovery Time Provided					0	0		0	0	0	0	3	0	10	4
Operational Time Provided					0	3		0	4	4	4	7	0	0	0

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15236	13022	18186	18604	12328	12370	15048	15052	15050	15028	28182	18182	13186	22214	13128	13122		Station Code	
DBG - HWH Exp.	RXL - HWH Mithila Exp.	GODA - TATA Exp.	BGP - RNC Exp.	DDN - HWH Upasana Exp.	DDN - HWH Kumbh Exp.	GKP - KOAA Purvanchal Exp.	GKP - KOAA Purvanchal Exp.	GKP - KOAA Purvanchal Exp.	GKP - SBP Maurya Exp.	KIR - TATA Exp.	THE - TATA Exp.	JYG - SDAH Gangasagar Exp.	PNBE - SHM Duronto Exp.	ARA - KOAA Garib Rath Exp.	GCT - KOAA Exp.			
FRI	Daily	TUE.	W,F,SU.	TH,SU.	Except TH,SU.	SU,M,TU, F	TH.	W,SA	Daily	M,TU,F	W,TH,SA, SU	Daily	TU,TH,SA.	SU,W,F.	MON.			
130	130	110	110	130	130	130	130	130	130	110	110	110	130	130	130			
20:25	20:55	21:15	21:15	21:30	21:30	21:45	21:45	21:45	22:10	22:50	22:50	23:10	...	23:40	23:40	PTT	JAJ	
20:30	21:00	21:20	21:20	21:35	21:35	21:50	21:50	21:50	22:15	22:55	22:55	23:15	23:40	23:45	23:45			
20:20	20:50	21:10	21:10	21:25	21:25	21:40	21:40	21:40	22:05	22:50	22:50	23:10		23:35	23:35			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		RJLA	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	...	...	...	...	...	...	...	T7	...	...			
20:37	21:07	21:28	21:28	21:42	21:42	21:57	21:57	21:57	22:23	23:03	23:03	23:23	23:53	23:53	23:53		NRGO	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
20:40 T4	21:10	21:31	21:31	21:45	21:45	22:00	22:00	22:00	22:26	23:06	23:06	23:26	23:56	23:56	23:56		GHN	
20:47	21:13	21:34½	21:34½	21:48	21:48	22:03	22:03	22:03	22:29	23:09½	23:09½	23:29½	23:59½	23:59½	23:59½		STL	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		TLB	
20:54	21:18½	21:40	21:40	21:53½	21:53½	22:08½	22:08½	22:08½	22:34½	23:15	23:15	23:35	00:05	00:05	00:05		LHB	
20:59	21:23½	21:45	21:45	21:58½	21:58½	22:13½	22:13½	22:13½	22:39½	23:20 T2	23:20 T2	23:40	00:10	00:10	00:10		TTN	
21:05	21:30	21:52	21:52	22:07	22:07	22:20	22:20	22:20	22:47	23:30	23:30	23:47	00:17	00:17	00:17			
21:10	21:35	21:57	21:57	22:09	22:09	22:25	22:25	22:25	22:52	23:35	23:35	23:52	00:19	00:19	00:19		JSME	
21:00	21:25	21:47	21:47	21:59	21:59	22:15	22:15	22:15	22:42	23:25	23:25	23:42	00:09	00:09	00:09	PTT		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		KBQ	
21:18	21:43	22:06	22:06	22:17	22:17	22:33	22:33	22:33	23:01	23:44	23:44	00:01	00:28	00:28	00:28		SNQ	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		ANMP	
21:24	21:47½	22:11	22:11	22:21½	22:21½	22:37½	22:37½	22:37½	23:05½	23:49	23:49	00:06	00:33	00:33	00:33		MUW	
E2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
21:29	21:50½	22:14½	22:14½	22:24½ E3	22:24½ E3	22:40½	22:40½	22:40½	23:08½	23:52½ T2	23:52½ T2	00:09½	00:36½ T3	00:36½	00:36½		NPZ	
21:34	21:55	22:20	22:20	22:33	22:33	22:46	22:46	22:46	23:14	00:02	00:02	00:17	...	00:44	00:44			
21:39	21:57	22:25	22:25	22:35	22:35	22:49	22:49	22:49	23:18	00:06	00:06	00:20	00:46	00:46	00:46		MDP	
21:29	21:47	22:15	22:15	22:25	22:25	22:39	22:39	22:39	23:08	23:56	23:56	00:10		00:36	00:36	PTT		
2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0			
4	0	0	0	0	0	0	0	0	0	4	4	0	10	0	0			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

TRACK - MDP - STN - Double, STN - ASN - Quadruple RULLING GRADIENT - MDP - STN - 1/160, STN - ASN - 1/200. SPEED - MDP - SLS - 130 Kmph, SLS-STN-110 Kmph. STN - ASN - 130 Kmph (DN - I), 110 Kmph IN DN II. SIGNALLING - MDP -ASN - MACL.

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter lock ing			13288	12352	13006	18630	12334	18120	18106	13020
						ARA-DURG South Bihar Exp	RJPB - HWH Exp	ASR - HWH MAIL	GKP RNC EXP	PRRB-HWH Vibhuti EXP	JYG TATA WKLY EXP	JYG - ROU EXP	KGM - HWH Bagh Exp.
						Daily	Daily	Daily	SU	Daily	SU	M,TH,SA	Daily
Maximum Permissible Speed						130	130	130	130	130	110	110	110
293.54	9.63	MADHUPUR JN	B III		PTT	01:39 01:43 01:33	02:01 02:06 01:56	02:25 02:29 02:19	02:44 02:46 02:36	03:01 03:03 02:53	03:28 03:30 03:20	...	03:56 03:58 03:48
283.91	4.89	JORAMOW	B III			...	...	...	...	...	...	...	...
279.02	9.43	MADANKATA	B III			01:55½	02:17½	02:41½	02:57½	03:13½	03:38½	03:38½	04:08
269.59	9.35	VIDYASAGAR	B III		PTT	...	...	...	...	...	...	...	04:15
260.24	8.78	KASEETAR	B-III			02:01 ...	02:23 ...	02:47 ...	03:03 ...	03:19 ...	03:44 ...	03:44 ...	04:17 04:07
251.46	8.68	JAMTARA	B III		PTT	02:07 ...	02:29 ...	02:53 ...	03:09 E2	03:24½ ...	03:49½ ...	03:49½ ...	04:24
242.78	5.74	BODMA IBH	IBH			02:14 02:16 02:06	...	...	03:18 03:20 03:10	03:31 03:33 03:23	...	03:54½ 03:54½	04:31 04:33 04:23
237.04	4.33	CHITTARANJAN	B III		PTT	...	...	...	...	...	...	...	...
232.71	7.24	RUPNARAYANPUR	B III		PTT	02:21 ...	02:40 ...	03:04 ...	03:27 ...	03:40 E1	03:59½ ...	03:59½ ...	04:40
225.47	2.22	SALANPUR	B III			02:26 02:28 02:18	02:45 02:47 02:37	03:08 03:10 03:00 T6	03:31 03:33 03:23 03:38	03:46 03:48 03:38	...	...	04:46 04:48 04:38
224.40	1.15	SITARAMPUR L/C	SPL III			...	...	...	...	...	...	...	...
223.25	2.20	KULTI L/C	SPL III			...	...	...	...	...	...	...	...
221.05	3.78	SITARAMPUR JN.	SPL RRI		PTT	...	...	...	...	...	...	...	...
217.27	5.15	BARACHAK JN.	SPL III			...	...	...	...	...	...	...	...
212.12		ASANSOL JN.	SPL RRI		PTT	02:35 ...	02:54 ...	03:23 ...	03:40 ...	03:53 ...	04:07 ...	04:07 ...	04:53 04:55 04:45
TER Time Provided						...	E8	...	...	...	...	...	...
Traffic Recovery Time Provided						02:41	03:08	03:29	03:46	03:57	04:11	04:11	05:01
Operational Time Provided						...	...	...	...	...	04:15	04:15	...
						...	...	...	E2	...	...	...	...
						...	...	...	...	...	...	...	...
						E5T12	E3	E12T3	...	...	04:22	04:22	...
						...	...	...	...	...	...	...	...
						03:02	03:14½	03:48	...	04:01	...	...	05:07 05:09 04:59
						...	R	...	...	...	...	...	...
						03:06 E7T6	03:18½	03:52	...	04:05	...	...	05:15 E12
						03:25 03:50 03:40	03:25 03:30 03:20	03:58 04:03 03:53	...	04:12 04:17 04:07	...	...	05:34 05:44 05:34
						12	11	12	4	1			12
						18	0	9	0	0			0
						0	0	0	0	0			0

R. will run via DN II betn. STN-ASN

22844	63562	12274	13319	12332	13044	13166	63570	22306	12306	12024	13508	13510	12318	12316	12326	Sta tion Code
BXR -BSP SF EXP	BDME- ASN MEMU Pgr.	NDLS- HWH Duroto EXP	DUMK- RNC Intercity EXP	JAT - HWH HIMGIRI EXP	RXL - HWH EXP	SMI - KOAA EXP	BDME- ASN MEMU Pgr.	JSME - SMVB EXP	NDLS- HWH Rajdhani EXP	PNBE- HWH Janshata bdi Exp.	GKP - ASN EXP	GONDA - ASN EXP	ASR - KOAA Akal Takht EXP	UDZ- KOAA Ananya Exp.	NLDM- KOAA Gurumuk hi Exp	
SUN	Daily	W,SU	Daily	TU,W,SA	F,SU	MON	Daily	FRI	SAT	SUE	SUN	TH	W,SA	TUE	SUN	
130	*	130	130	130	130	130	*	130	130	130	110	110	130	130	130	
04:23 04:25 04:15	05:00 05:02	...	05:45 05:47 05:37	06:33 06:35 06:25	06:44 06:46 06:36	06:44 06:46 06:36	07:10 07:12	07:30 07:32 07:30	08:14 08:16 08:06	09:17 09:19 09:09	09:44 09:46 09:36	09:44 09:46 09:36	09:57 09:59 09:49	09:57 09:59 09:49	...	MDP
...	05:10	...	...	...	...	...	07:20	...	...	...	...	...	...	...	...	JRW
04:33	05:11	05:26	05:54	06:43	06:54½	06:54½	07:21	07:40½	08:24	09:27	09:54½	09:54½	10:07	10:07	10:07	
...	05:16	...	...	...	...	...	07:26	...	...	...	...	...	...	...	...	MNC
04:36½	05:17	05:30	05:57	06:46½	06:57½	06:57½	07:27	07:44	08:27½	09:30½	09:57½	09:57½	10:10½	10:10½	10:10½	
...	05:25	...	06:04	...	...	...	07:35	...	...	...	...	...	...	...	...	VDS
04:42	05:26	05:37	06:05 05:55	06:52	07:03	07:03	07:36	07:49½	08:33	09:36	10:03	10:03	10:16	10:16	10:16	PTT
...	05:34	...	...	...	...	...	07:44	...	...	...	...	...	...	...	...	KEE
04:48	05:35	05:46 OP3	06:13	06:58	07:08½	07:08½	07:45	07:55½	08:39	09:42	10:08½	10:08½	10:22	10:22	10:22	
...	05:43	...	06:20	...	...	...	07:53	08:02	...	09:49	...	...	...	...	...	JMT
04:53	05:44	05:54	06:21 06:11	07:03	07:13½	07:13½	07:54	08:04 07:59 T1	08:44	09:50 09:40	10:13½	10:13½	10:27	10:27	10:27	PTT
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	BM
04:59	05:51	06:00 OP5	06:28½	07:09	07:18½	07:18½	08:02	08:12 E3T1	08:50	09:58	10:18½	10:18½	10:33	10:33	10:33	
05:03 05:05 04:55	05:57 05:59	...	06:34 06:36 06:26	07:14 07:16 07:06	...	...	08:07 08:08	...	...	10:03 10:05 09:55	10:24 10:26 10:16	10:24 10:26 10:16	...	10:36	10:36	CRJ
...	06:05	...	...	...	...	...	08:13	...	...	...	...	...	...	...	...	PTT
05:12	06:06	06:15	06:41	07:23	07:27	07:27	08:14	08:24	08:58	10:10	10:31	10:31	10:41	10:41	10:41	RNPR
OP4	06:12	...	...	...	...	...	08:20	...	...	...	...	...	E10	E10	E10	
...	06:13	06:22	06:45	07:29	07:31	07:31	08:21	08:30	09:04	10:15	10:35	10:35	10:57	10:57	10:57	SLS
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	STNC
...	...	...	06:49½ E11T11	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	ULTL
E12T7	...	E12T48	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	06:19	...	...	...	...	...	08:27	...	...	...	...	...	...	...	...	STN
05:44½	06:20	07:26	...	07:47	07:47	07:47	08:28	08:41	09:25	10:19	10:54	10:54	11:01	11:01	11:01	
...	06:26	...	...	...	...	...	R	...	...	...	R	R	...	...	...	BCQ
05:48½	06:27 E8T15	07:30	...	07:51	07:51	07:51	08:34 08:35 E9T20	08:45	09:29	10:23 E12	10:58 E12T10	10:58 E12T10	11:05	11:05	11:05	
05:55 06:15 06:05	06:55 —	07:36 07:41 07:31	...	07:58 08:08 07:58	07:58 08:08 07:58	07:58 08:08 07:58	09:10 —	08:50 08:55 08:45	...	10:40 10:45 10:35	11:25 —	11:25 —	11:11 11:21 11:11	11:11 11:21 11:11	11:11 11:21 11:11	ASN
12	8	12	11	12	12	12	9	10	12	12	12	12	10	10	10	PTT
7	15	48	11	2	0	0	20	2	5	0	24	24	0	0	0	
4	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	

R. will run via DN II betn. STN-ASN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - MDP - STN - Double, STN - ASN - Quadruple RULLING GRADIENT - MDP - STN - 1/160, STN - ASN - 1/200. SPEED - MDP - SLS - 130 Kmph, SLS-STN-110 Kmph. STN - ASN - 130 Kmph (DN - I), 110 Kmph IN DN II. SIGNALLING - MDP-ASN - MACL.

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter locking		22348	18184	12304	18420	18450	17006	17008	17322
					PNBE-HWH Vande Bharat EXP	BXR - TATA EXP	NDLS - HWH Poorva EXP	JYG - PURI EXP	PNBE- PURI EXP	RXL- HYB EXP	DBG -SC EXP	JSME - VSG EXP
					Expt W	Daily	M,TH,F,S U.	SAT	WED	SUN	TU,F	MON
Maximum Permissible Speed					130	130	130	130	130	130	130	130
293.54	9.63	MADHUPUR JN	B III		...	11:35	12:05	13:08	13:08	13:35	13:35	13:35
					11:08½	11:37	12:07	13:12	13:12	13:37	13:37	13:37
283.91	4.89	JORAMOW	B III	PTT	...	11:27	11:57	13:02	13:02	13:27	13:27	13:32
					11:14	11:44	12:15	13:20	13:20	13:45½	13:45½	13:45½
279.02	9.43	MADANKATA	B III		...	...	...	...	...	...	...	...
					11:17	11:47½	12:18½	13:23½	13:23½	13:48½	13:48½	13:48½
269.59	9.35	VIDYASAGAR	B III	PTT	...	11:55	...	T5	...	T10	T10	T10
					11:22	11:57	12:24	13:34	13:34	14:04	14:04	14:04
260.24	8.78	KASEETAR	B-III		...	...	...	T2	...	...	...	...
					11:27	12:05	12:30	13:42	13:42	14:09½	14:09½	14:09½
251.46	8.68	JAMTARA	B III	PTT	11:32	12:12	12:37	T4	13:49	...	...	...
					11:34	12:14	12:39	13:51	13:51	14:14½	14:14½	14:14½
					11:24	12:04	12:29	T2	13:41	T5	T5	T5
242.78	5.74	BODMA IBH	IBH		...	...	...	...	...	...	...	...
					11:38½	12:22	12:45	13:59	13:59	14:24½	14:24½	14:24½
237.04	4.33	CHITTARANJAN	B III	PTT	...	12:27	12:50	OP4	14:04	14:30	14:30	14:30
					11:41½	12:29	12:52	14:06	14:06	14:32	14:32	14:32
						12:19	12:42	OP2	13:56	14:22	14:22	14:22
232.71	7.24	RUPNARAYANPUR	B III		...	...	...	...	...	...	...	...
					11:44½	12:34	12:59	14:13	14:13	14:37	14:37	14:37
225.47	2.22	SALANPUR	B III		...	...	...	...	...	E11	E11	E8T4
					11:48	12:40	13:05	14:19	14:19	14:53	14:53	14:53
224.40	1.15	SITARAMPUR L/C	SPL III		...	...	...	...	...	...	...	...
					...	...	...	...	...	14:57	14:57	14:57
223.25	2.20	KULTI L/C	SPL III		...	...	...	...	...	T4	T4	T4
					...	...	...	...	...	15:09	15:09	15:09
221.05	3.78	SITARAMPUR JN.	SPL RRI		...	...	...	...	...	...	...	...
					11:56½	12:57	13:17	14:35	14:35	...	...	...
217.27	5.15	BARACHAK JN.	SPL III		...	R	...	...	...	...	...	...
					12:00	13:01	13:21	14:39	14:39	...	...	...
212.12		ASANSOL JN.	SPL RRI	PTT	12:05	13:20	13:26	15:05	15:05	...	...	...
					12:08	13:45	13:36	15:30	15:30	...	...	...
					11:58	13:35	13:26	15:20	15:20	...	...	...
TER Time Provided					0	12	8	12	12	11	11	8
Traffic Recovery Time Provided					0	13	0	32	19	19	19	23
Operational Time Provided					0	0	0	6	0	0	0	0

R.will run via DN II betn. STN- ASN.

12376	13332	63510		22198	63546	63564	12254	22644	12362	19435	13030	13106	13156	13136		Sta tion Code
JSME - TBM EXP	PNBE - DHN Intercity EXP	JAJ - BWN MEMU Pgr.		VGLJ- KOA P.S.S. Exp.	JSME - UDL MEMU Pgr.	JSME - ASN MEMU Pgr.	BGP - SMVB Anga EXP	PNBE - ERS EXP	CSTM - ASN Exp.	ADI -ASN EXP*	MKA - HWH EXP	BUI - SDAH EXP	SMI - KOA EXP	JYG - KOA EXP		
WED	Daily	Daily		SAT	SAE	Daily	WED	TH,F.	TH.	FRI.	Daily	Daily	M,F.	SUN.		
130	130	*		130	*	*	130	130	130	130	110	110	130	130		
13:35	14:02	14:42		14:54	14:57	18:16	18:33	18:33	18:48	18:48	19:41	19:52	20:43	20:43		MDP
13:37	14:04	14:45		14:56	14:59	18:18	18:36	18:36	18:50	18:50	19:46	19:57	20:48	20:48		
13:32	13:54			14:46		18:26	18:26	18:40	18:40	19:36	19:47	20:38	20:38	PTT		JRW
...	...	14:53		...	15:07	18:25	...	...	...	19:54	...	...	...	...		
13:45½	14:12	14:54		15:04	15:08	18:26	18:43	18:43	18:58	18:58	19:55	20:04½	20:55	20:55	PTT	
...	...	14:59		...	15:13	18:30	...	...	...	...	19:59	...	...	...		MNC
13:48½	14:15	15:00		15:11	15:14	18:31	18:46½	18:46½	19:01½	19:01½	20:00	20:10	20:58	20:58	PTT	
T10				OP3												VDS
...	14:22	15:08		...	15:22	18:38	...	...	...	...	20:08	...	...	...		
14:04	14:24	15:09		15:20	15:23	18:39	18:53	18:53	19:07	19:07	20:24	20:15½	21:03½	21:03½	PTT	
	14:14			OP3					E2	E2	20:04					
...	...	15:17		...	15:31	18:47	...	...	...	...	...	...	...	...		KEE
14:09½	14:31	15:18		15:28	15:32	18:48	18:59	18:59	19:15	19:15	20:30	20:21	21:09	21:09		
...	14:38	15:25		OP3		T4			E2	E2						JMT
14:14½	14:40	15:26		...	15:39	18:56	...	19:06	...	...	20:36	...	...	...		
	14:30			15:36	15:40	18:57	19:08	19:08	19:22	19:22	20:38	20:26	21:14	21:14	PTT	
T5								18:58			20:18					
...	...	...		...	...	...	...	...	...	...	...	...	...	...		BM
14:24½	14:47	15:33		15:42	15:47	19:04	19:16	19:16	19:28	19:28	20:45	20:31	21:19	21:19		
				OP1		T4										CRJ
14:30	14:53	15:39		15:48	15:54	19:10	...	19:21	19:34	19:34	20:50	20:36	21:25	21:25		
14:32	14:55	15:40		15:50	15:55	19:11	19:23	19:23	19:36	19:36	20:52	20:39	21:27	21:27		
14:22	14:45			15:40				19:13	19:26	19:26	20:32	20:29	21:17	21:17	PTT	
...	...	15:47		...	16:01	19:17	...	...	...	...	20:57	...	...	...		RNPR
14:37	15:00	15:48		15:57	16:02	19:18	19:30	19:30	19:43	19:43	20:58	20:44	21:32	21:32		
T12	E11T3				E1				E7	E7	20:38				PTT	SLS
...	...	15:54		...	16:08	19:24	...	...	...	...	21:04	...	...	...		
14:53	15:18	15:55		16:04	16:09	19:25	19:36	19:36	19:56	19:56	21:05	20:48	21:36	21:36	PTT	
...	...	...		...	...	...	...	...	...	...	...	...	...	...		STNC
...	15:22	...		...	...	...	...	...	...	...	...	...	...	...		
	OP7															ULTL
...	...	...		...	...	...	...	...	...	...	...	...	...	...		
...	15:37	...		...	...	...	...	...	...	...	...	...	...	...		
T8				E6					E1	E1						
...		16:01		...	16:20	19:31	...	...	...	...	21:10	...	...	...		STN
15:05		16:02		16:07½	16:22	19:32	19:40	19:40	20:01	20:01	21:12	20:52	21:40	21:40		
...		16:18		...		R					20:52				PTT	BCQ
15:09		16:19		16:12½		19:38	...	...	...	...	21:18	...	...	...		
E8T12	E12T2					19:39	19:44	19:44	20:07	20:07	21:19	20:56	21:44	21:44		
15:35		16:40		16:22		20:15	19:50	20:05	20:45	20:45	21:25	21:15	22:00	22:00		ASN
16:00		16:50		16:27		—	19:55	20:45	—	—	21:45	21:20	22:05	22:05		
15:50				16:17			19:45	20:35			21:25	21:10	21:55	21:55	PTT	
8	11	12		0	8	9	0	12	12	12	0	12	9	9		
47	3	2		0	0	20	10	3	31	31	0	0	0	0		
0	7	0		13	0	0	0	0	0	0	0	2	0	0		

R.will run via DN II betn. STN- ASN.

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

TRACK - MDP - STN - Double, STN - ASN - Quadruple RULLING GRADIENT - MDP - STN - 1/160, STN - ASN - 1/200. SPEED - MDP - SLS - 130 Kmph, SLS-STN-110 Kmph. STN - ASN - 130 Kmph (DN - I), 110 Kmph IN DN II. SIGNALLING - MDP -ASN - MACL.

Distance from HWH (Kms)	Inter Stn. Distance (Kms)	STATIONS	Class of Stn & Std of Inter lock ing			18620 GODA-RNC Intercity Exp.	13158 MFP-KOAA Trihut EXP	13138 AMH-KOAA Exp.		18621 PNBE - HTE Patliputra Exp.	15234 DBG-KOAA Exp.	15272 MFP - HWH Jansadhar an Exp.	15236 DBG - HWH Exp.		13022 RXL - HWH Mithila Exp.
						Daily	WED.	TU.		Daily	W,SU	TUE.	FRI		Daily
Maximum Permissible Speed						110	130	130		130	130	130	130		130
293.54	9.63	MADHUPUR JN	B III		<u>PTT</u>	20:33 20:35 20:25	20:43 20:48 20:38	20:46 20:48 20:38		21:26 21:28 21:18	...	21:34 21:39 21:29	21:34 21:39 21:29		21:55 21:57 21:47
283.91	4.89	JORAMOW	B III			...	...	...		...	...	...	...		...
279.02	9.43	MADANKATA	B III			20:43 ...	20:55 ...	20:55 ...		21:35 ...	21:47 ...	21:47 ...	21:47 ...		22:05 ...
269.59	9.35	VIDYASAGAR	B III		<u>PTT</u>	20:54 21:11 20:51	...	21:03½ 21:03½		21:45 21:47 21:37	...	21:58 21:58 E2	21:58 21:58 E2		22:15 ...
260.24	8.78	KASEETAR	B-III			...	...	...		...	...	...	...		...
251.46	8.68	JAMTARA	B III		<u>PTT</u>	21:25 21:27 21:17	...	21:14 21:14		22:01 22:03 21:53	...	22:14 22:14	22:14 22:14		...
242.78	5.74	BODMA IBH	IBH			...	...	...		...	...	...	...		...
237.04	4.33	CHITTARANJAN	B III		<u>PTT</u>	21:40 21:42 21:32	21:25 21:27 21:17	21:25 21:27 21:17		22:15 22:17 22:07	T4 ...	22:25 22:27 22:17	22:25 22:27 22:17		E1 22:43 22:46 22:36
232.71	7.24	RUPNARAYANPUR	B III			...	...	...		...	...	...	...		...
225.47	2.22	SALANPUR	B III			21:47 ...	21:32 ...	21:32 ...		22:22 ...	22:34 ...	22:34 ...	22:34 ...		22:51 ...
224.40	1.15	SITARAMPUR L/C	SPL III			21:51 ...	21:36 ...	21:36 ...		22:26 ...	22:40 ...	22:40 ...	22:40 ...		22:57 ...
223.25	2.20	KULTI L/C	SPL III			21:55 E9 ...	...	...		22:31 ...	...	...	...		...
221.05	3.78	SITARAMPUR JN.	SPL RRI			22:11 ...	...	...		22:38 ...	T5 ...	...	...		E5 ...
217.27	5.15	BARACHAK JN.	SPL III			...	21:40 21:44 E9	21:40 21:44 E9		...	22:49 22:53	22:44 22:48	22:49 22:53		23:06 23:10
212.12		ASANSOL JN.	SPL RRI		<u>PTT</u>	22:00 22:05 21:55	22:00 22:05 21:55	22:00 22:05 21:55		...	23:03 23:08 22:58	22:58 23:08 22:58	23:03 23:08 22:58		23:15 23:25 23:15
TER Time Provided						9	9	9		0	5	5	5		12
Traffic Recovery Time Provided						0	0	0		0	11	0	5		0
Operational Time Provided						0	0	0		0	0	0	0		0

13514	18186	18604	12328	12370	15048	15052	15050	15028	28182	18182	13186	22214	13128	13122	Station Code		
HTE ASN EXP	GODA - TATA Exp.	BGP - RNC Exp.	DDN - HWH Upasana Exp.	DDN - HWH Kumbh Exp.	GKP - KOAA Purvancha I Exp.	GKP - KOAA Purvancha I Exp.	GKP - KOAA Purvancha I Exp.	GKP - SBP Maurya Exp.	KIR - TATA Exp.	THE- TATA Exp.	JYG - SDAH Gangasagar Exp.	PNBE - SHM Duronto Exp.	ARA- KOAA Garib Rath Exp.	GCT - KOAA Exp.			
M,W,TH,SA, SU	TUE.	W,F,SU.	TH,SU.	Except TH,SU.	SU,M,TU, F	TH.	W,SA	Daily	M,TU,F	W,TH,SA, SU	Daily	TU,TH,SA.	SU,W,F.	MON.			
110	110	110	130	130	130	130	130	130	110	110	110	130	130	130			
22:11 22:16 22:06	22:20 22:25 22:15	22:20 22:25 22:15	22:33 22:35 22:25	22:33 22:35 22:25	22:46 22:49 22:39	22:46 22:49 22:39	22:46 22:49 22:39	23:14 23:18 23:08	00:02 00:06 23:56	00:02 00:06 23:56	00:17 00:20 00:10	... 00:46 00:36	00:44 00:46 00:36	00:44 00:46 00:36	PTT	MDP	
...	...	...	...	...	...	...	...	...	...	...	...	T2	...	...		JRW	
22:22½	22:32	22:32	22:43	22:43	22:57	22:57	22:57	23:27	00:14½	00:14½	00:28½	00:54½	00:54½	00:54½			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		MNC	
22:25½	22:35	22:35	22:46½	22:46½	23:03	23:03	23:03	23:30½	00:17½	00:17½	00:31½	00:57½	00:57½	00:57½			
...	22:43	22:43	E3	E3	...	...	...	23:38	...	...	...	...	...	...		VDS	
22:31	22:45 22:35	22:45 22:35	22:55	22:55	23:08½	23:08½	23:08½	23:40 23:30	00:23	00:23	00:37	01:03	01:03	01:03	PTT		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		KEE	
22:36½	22:52½	22:52½	23:01	23:01	23:14½	23:14½	23:14½	23:48	00:28½	00:28½	00:42½	01:08½	01:08½	01:08½			
22:43 22:45 22:35	...	...	...	...	...	...	...	23:55 23:57 23:47	T4 00:38 00:28	00:36 00:38 00:28	00:50 00:52 00:42	...	01:13½	01:13½	01:13½	PTT	JMT
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		BM	
22:51	23:03	23:03	23:12	23:12	23:25½	23:25½	23:25½	00:05	00:45	00:45	00:59	01:18½	01:18½	01:18½			
22:58 23:00 22:50	23:08 23:10 23:00	23:08 23:10 23:00	...	23:15 23:17 23:07	23:32 23:34 23:24	23:32 23:34 23:24	23:32 23:34 23:24	00:10 00:12 00:02	00:51 00:53 00:43	00:51 00:53 00:43	01:05 01:07 00:57	...	01:23	01:23	01:23	PTT	CRJ
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		RNPR	
23:05	23:15	23:15	23:24	23:24	23:41	23:41	23:41	00:17	00:58	00:58	01:12	01:26½	01:26½	01:26½			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		SLS	
23:09	23:19	23:19	23:30	23:30	23:47	23:47	23:47	00:25 E4	01:02	01:02	01:16	01:30½	01:30½	01:30½			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		STNC	
...	23:23	23:23	...	...	...	...	...	00:33	...	...	...	...	...	...			
...	E11T24	E11T24	...	...	...	...	...	E7T5	...	...	...	...	...	...		ULTL	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	00:04	00:04	...	...	...	...	...	00:53	...	...	...	...	...	...			
...	...	...	E2	E2	E11	E11	E11	...	...	...	...	E9	E9	E9			
23:13	...	...	23:36	23:36	00:02	00:02	00:02	...	01:06	01:06	01:20	01:44	01:44	01:44		STN	
B	...	...	...	...	...	...	...	...	...	...	R	...	...	...		BCQ	
23:17	...	...	23:40	23:40	00:06	00:06	00:06	...	01:10	01:10	01:24	01:48	01:48	01:48			
E6T15	...	...	...	...	...	...	...	...	E12T3	E12T3	E9	...	...	...			
23:45	...	...	23:45	23:45	00:11	00:11	00:11	...	01:30	01:30	01:39	01:53	01:53	01:53		ASN	
---	...	...	23:50	23:50	00:21	00:21	00:21	...	02:05	02:05	01:44	01:58	01:58	01:58	PTT		
...	...	...	23:40	23:40	00:11	00:11	00:11	...	01:55	01:55	01:34	01:48	01:48	01:48			
6	11	11	5	5	12	12	12	11	12	12	9	9	9	9			
15	24	24	0	0	0	0	0	5	7	3	0	2	0	0			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

B.will run via DN II betn. BCQ- ASN.

R.will run via DN II betn. STN- ASN.

TRACK - ASN -BWN -Quadruple. RULLING GRADIENT -ASN - DGR -1/200. DGR - KAN - 1/500 , SIGNALLING - ASN -BWN - MACL, TRACTION - Electrified,Speed- DN-I- 130 kmph, DN-II- 110 kmph

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing				22504	13024	15048	15050	15052	13154	13148	12344
							DBRG- CAPE VIVEK EXP	GAYA- HWH EXP	GKP - KOAA Purvanc hal Exp.	GKP - KOAA Purvanc hal Exp.	GKP - KOAA Purvancha I Exp.	MLDT- SDAH GOUR EXP	BXT- SDAH UTTAR BANGA EXP	HDB- SDAH Darjeeli ng Mail
							Daily	DAILY	M,TU,W ,SA.	TH,SU	F	Daily	Daily	Daily
		Maximum cum Booked Speed(Kmph)					130	110	130	130	130	130	130	130
212.12	5.18	ASANSOL JN.	SPL-III		PTT				00:11 00:21 00:11	00:11 00:21 00:11	00:11 00:21 00:11			
206.94	8.77	Kalipahari	SPL-III						...	...	...			
198.17	4.24	Nimcha B.H.	SPL-III						00:27 ...	00:27 ...	00:27 ...			
193.93	4.60	Raniganj	SPL-III		PTT				00:34 ...	00:34 ...	00:34 ...			
189.33	2.92	Bakhtarnagar B.H	SPL-III						00:36½ ...	00:36½ ...	00:36½ ...			
186.41	6.12	Andal Jn.	SPL-III		PTT				00:38 ...	00:38 ...	00:38 ...			
180.29	1.35	Pinjrapole B.H	SPL-III						...	...	...			
178.94	5.44	Waria	SPL-III						00:42½ ...	00:42½ ...	00:42½ ...			
173.50	3.45	DCOP	SPL-III						...	...	...			
170.05	7.74	Durgapur	SPL-III		PTT				00:50 00:52 00:42	00:50 00:52 00:42	00:50 00:52 00:42			
162.31	7.61	Rajbandh	SPL-III						00:58 ...	00:58 T3	00:58 T3			
154.70	10.46	Panagarh	SPL-III		PTT				01:04 01:05 00:55	...	01:05 T1	01:05 T1		
144.24	8.05	Mankar	SPL-III						01:11 ...	01:11 ...	01:11 ...			
136.19	6.48	Paraj	SPL-III						01:15 ...	01:15 ...	01:15 ...			
129.71	6.29	Galsi	SPL-III						01:18 ...	01:18 ...	01:18 ...			
123.42	0.61	Ishan Chandi(H)	D						...	...	...			
122.81	2.93	Khana L/C	SPL-III						...	...	...			
119.88	5.98	Khana Jn.	SPL-III				R ...	...	E8T4 ...	E8T4 ...	E8T4 ...	R ...	...	...
113.90	7.17	Talit	B-III				00:10 ...	00:39 ...	01:35 ...	01:35 ...	01:35 ...	01:40 ...	02:11 ...	02:46 ...
106.73		BARDDHAMAN JN.	B-III		PTT		00:21 00:23 00:13	00:50 00:52 00:42	01:45 01:47 01:37	01:45 01:47 01:37	01:45 01:47 01:37	01:51 01:53 01:43	02:22 02:24 02:14	02:56 02:58 02:48
TER Time Provided									8	8	8			
Traffic Recovery Time Provided									4	8	8			
Operational Time Provided									0	0	0			

R will run via DN II btn KAN-BWN

13403	22308	12308	13186	13128	22214	13122	12346	15661	15639	13072	12324		13010	12378		Station Code
RNC-BGP Vananchal Exp	BKN-HWH EXP	JU HWH EXP	JYG-SDAH Ganga Sagar Exp.	ARA-KOAA Garib Rath Exp.	PNBE-SHM Duroto Exp.	GCT-KOAA Exp.	GHY-HWH Saraighat EXP	RNC-KYQ EXP	PURI-KYQ Exp.	JMP-HWH EXP	BME-HWH EXP		YNRK-HWH Doon EXP	NOQ-SDAH Padatik EXP		
Daily	M,TU,F	W,TH,S A,SU	Daily	M,TH,S A.	W,F,SU.	TU.	Daily	TH.	WED.	Daily	M,F		Daily	Daily		
130	130	130	110	130	130	130	130	130	130	130	130		130	130		
00:40 00:45 00:35	01:39 01:44 01:34	01:39 01:44 01:34	01:39 01:44 01:34 P	01:53 01:58 01:48	01:53 01:58 01:48	01:53 01:58 01:48		02:00 02:10 02:00	02:00 02:10 02:00		02:21 02:26 02:16		02:38 02:43 02:33		PTT	ASN
...	...	...	...	...	...	...		...	...		...		...			KPK
00:51	01:50	01:50	01:51	02:04	02:04	02:04		02:16	02:16		02:32		02:51			NMC
...	...	...	...	...	...	...		...	...		...		...			
00:56	01:54	01:54	01:56	02:09	02:09	02:09		02:21	02:21		02:36		02:55			
01:02 01:07 00:57	...	...	...	...	...	...		...	...		...		03:00 03:02 02:52		PTT	RNG
...	...	...	...	...	...	...		...	...		...		...			BQT
01:12	01:59½	01:59½	02:01½	02:14½	02:14½	02:14½		02:27	02:27 T5		02:41½		03:06½			
01:17 01:37 01:27	...	...	...	...	...	...		02:31 02:33 02:23	...		...		...		PTT	UDL
...	...	...	...	...	...	...		...	...		...		...			POL
	...	...	...	...	...	...		...	...		...		...			
	...	...	...	...	...	...		...	...		...		...			OYR
	02:05½	02:05½	02:08½	02:21½	02:21½	02:21½		02:40	02:40		02:58		03:12½			DCOP
	...	...	...	...	...	...		...	...		...		...			
	...	...	...	...	...	...		...	...		...		...			
	02:10	02:10	02:15 02:17 02:07	02:28 02:30 02:20	...	02:28 02:30 02:20		02:55 03:15 03:05	02:55 03:15 03:05		...		03:19 03:21 03:11		PTT	DGR
	...	...	...	...	...	...		...	...		...		...			RBH
	02:14	02:14	02:23½	02:36	02:36	02:36					03:06½		03:27			
	...	...	...	...	...	...					...		...			PAN
	02:18	02:18	02:28	02:40½	02:40½	02:40½					03:10½		03:33 03:35 03:25		PTT	MNAE
	...	...	...	...	...	...					...		...			
	02:23	02:23	02:34	02:46½	02:46½	02:46½					03:15½		03:42			PAJ
	...	...	...	...	...	...					...		...			GLI
	02:27	02:27	02:41½ E11	02:51 E11	02:51 E11	02:51 E11					03:19½ T7		03:46 OP14			INCI
	...	...	...	...	...	...					...		...			KANL/C
	02:30	02:30	02:56	03:05	03:05	03:05					03:30		04:03			KAN
	...	...	...	...	...	...					...		...			TIT
	...	...	...	...	...	...					...		...			
	...	...	...	...	...	...					...		...			
	E8T17	E8T17	T45	T10	T10	T10	R				E8T17		E8T3			
	...	...	...	...	...	...	...				...		...			
	03:00	03:00	03:47	03:20	03:20	03:20	03:28			03:38	04:00		04:20	04:06		
	...	...	...	...	...	...	...				...		...	...		
	03:03	03:03	03:51	03:23	03:23	03:23	03:31			03:42	04:03		04:23	04:09		
	...	...	...	...	...	...	...				...		...	...		
	03:10 03:12 03:02	03:10 03:12 03:02	03:58 04:00 03:50	...	...	...	03:38 03:40 03:30			03:50 03:52 03:42	...		04:33 04:35 04:25	04:16 04:18 04:08	PTT	BWN
	8	8	11	11	11	11		0	0		8		8			
	17	17	45	10	15	10		0	12		24		3			
	0	0	0	0	0	0		5	0		10		14			

R will run via DN II btn KAN-BWN

P will run via DN II btn ASN-BWN

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ASANSOL JN. BARDDHAMAN JN - 105.39 Kms .

DN

TRACK - ASN-BWN -Quadruple. RULLING GRADIENT -ASN -DGR -1/200. DGR - KAN - 1/500 , SIGNALLING - ASN-BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing				15929	15629	12352	20976	22911	12176	12178	13150
							TBM - DBRT Exp.	TBM - SHTT Exp.	RJPB- HWH EXP	AGC - HWH Chamba I EXP	Indore - HWH Shipra EXP	GWL- HWH Chambal EXP	MTJ- HWH Chamba I EXP	APDJ- SDAH Kanchan Kanya EXP
							SAT.	WED	Daily	FRI	M,TH,SA.	W,SU.	TUE.	Daily
							130	130	130	130	130	130	130	130
212.12	5.18	ASANSOL JN.	SPL-III		PTT		03:15 03:25 03:15	03:15 03:25 03:15	03:25 03:30 03:20	03:48 03:53 03:43	03:48 03:53 03:43	03:48 03:53 03:43	03:48 03:53 03:43	
206.94	8.77	Kalipahari	SPL-III				...	...	P	...	...	...	...	
198.17	4.24	Nimcha B.H.	SPL-III				03:31	03:31	03:36	03:59	03:59	03:59	03:59	
193.93	4.60	Raniganj	SPL-III		PTT		03:36	03:36	03:41	04:03	04:03	04:03	04:03	
189.33	2.92	Bakhtarnagar B.H	SPL-III				03:39	03:39	03:46 03:48 03:38	04:06	04:06	04:06	04:06	
186.41	6.12	Andal Jn.	SPL-III RRI		PTT		03:46 03:47 03:37	03:46 03:47 03:37	...	04:12	04:12	04:12	04:12	
180.29	1.35	Pinjrapole B.H	SPL-III				...	...	...	...	...	...	...	
178.94	5.44	Waria	SPL-III				03:54½	03:54½	03:59½	04:16½	04:16½	04:16½	04:16½	
173.50	3.45	DCOP	SPL-III				...	...	...	...	...	...	...	
170.05	7.74	Durgapur	SPL-III		PTT		04:05 04:25 04:15	04:05 04:25 04:15	04:05 04:07 03:57	04:30 04:32 04:22	04:30 04:32 04:22	04:30 04:32 04:22	04:30 04:32 04:22	
162.31	7.61	Rajbandh	SPL-III						04:13	04:38	04:38	04:38	04:38	
154.70	10.46	Panagarh	SPL-III		PTT				04:17½	04:42	04:42	04:42	04:42	
144.24	8.05	Mankar	SPL-III		PTT				04:23½	04:47	04:47	04:47	04:47	
136.19	6.48	Paraj	SPL-III						04:28	04:51 E8OP3	04:51 E8OP3	04:51 E8OP3	04:51 E8OP3	
129.71	6.29	Galsi	SPL-III						04:31½	05:05	05:05	05:05	05:05	
123.42	0.61	Ishan Chandi(H)	...						...	...	...	...	...	
122.81	2.93	Khana L/C	SPL-III						...	...	...	...	...	
119.88	5.98	Khana Jn.	SPL-III						E9T5	T2	T2	T2	T2	R
113.90	7.17	Talit	B-III						04:52	05:12	05:12	05:12	05:12	05:25
106.73		BARDDHAMAN JN.	B-III		PTT				04:55 05:04 05:06 04:56	05:15 05:22 05:24 05:14	05:15 05:22 05:24 05:14	05:15 05:22 05:24 05:14	05:15 05:22 05:24 05:14	05:29 05:36 05:38 05:28
TER Time Provided							0	0	9	8	8	8	8	
Traffic Recovery Time Provided							0	0	5	2	2	2	2	
Operational Time Provided							0	0	0	3	3	3	3	

R Will run via DN II betn KAN - BWN
P will run via DN II btn ASN-BWN

13006	12334	12312	13168	63506	12342	13180	53048	63508	13020	63512	15662	22612	12552	12384		Station Code
ASR - HWH Mail	PRRB - HWH Exp.	KLK - HWH Netaji EXP	AGC - KOAA Exp.	ASN - BWN MEMU Pgr.	ASN - HWH Agniveen a Exp..	SURI-SDAH MEMU EXP	RPH- HWH Biswabha rati F. Pgr	ASN - BWN MEMU Pgr	KGM - HWH Bagh Exp.	ASN - BWN MEMU Pgr	KYQ - RNC EXP	NJP- MAS EXP	KYQ- YPR AC EXP	ASN - SDAH Inter City Exp..		
Daily	Daily	Daily	SUN.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	WED.	SA	TH.	SUE		
130	130	130	130	*	130	*	110	*	110	*	130	130	130	110		
03:58 04:03 03:53	04:12 04:17 04:07	04:26 04:31 04:21	04:36 04:41 04:31	04:55 05:30	05:30			05:40	05:34 05:44 05:34	06:15				06:40	PTT	ASN
.....	E1	...	...	05:01	...			P	05:46	06:22				...		KPK
04:09	04:25	04:37	04:49	05:02	05:37			05:47	05:52	06:23				06:46		NMC
...	...	...	...	...	...			...	05:53½	06:30				...		RNG
04:13	04:30	04:42	04:53	05:08½	05:41			05:59	06:02	06:35				06:51	PTT	BQT
04:19	...	...	...	05:13	05:46			06:00	06:04	06:36				06:56		UDL
04:21	04:33	04:45	04:56	05:14	05:48				05:54 OP3					06:57		POL
04:11				05:43	05:43									06:52		OYR
...	...	...	...	...	...			...	06:12	06:41				07:02		DCOP
04:26½	04:35½	04:47½	04:58½	05:18½	05:52½			06:04½	06:12	06:41				07:02		DGR
...	...	...	...	05:21	05:56	06:09		06:07	06:18	06:44	06:55	06:55	06:55	07:05	PTT	RBH
04:28	04:37	04:49½	05:00	05:22	05:58	06:10		06:08	06:20	06:45	06:57	06:57	06:57	07:06		PAN
...	...	...	...	...	...	...		...	...	...	...	...	...	...		MNAE
...	...	...	...	...	...	...		...	...	...	...	...	...	...		PAJ
04:32½	04:42	04:54½	05:05	05:28	06:04½	06:17		06:14	06:27	06:51	07:04	07:04	07:04	07:13		GLI
...	...	...	...	...	...	...		...	...	...	...	...	...	...		INCI
...	...	...	...	...	...	...		...	...	...	...	...	...	...		KANL/C
04:39	04:48	05:01	OP5	05:36	06:11	06:24		06:22	06:33	06:59	T16	T16	T16	07:20	PTT	KAN
04:41	04:50	05:05	...	05:38	06:13	06:26		06:24	06:35	07:00	07:30	07:30	07:30	07:21		TIT
04:31	04:40	04:55	05:15	05:38	06:03	06:16		06:24	06:35	07:00	07:30	07:30	07:30	07:13		BWN
...	...	...	...	05:44	...	...		06:30	...	07:06				...		
04:47	04:56	05:11½	05:19	05:45	06:19	06:32		06:31	06:41	07:07				07:29		
...	05:02	...	OP4	05:51	06:25	06:38		06:37	06:47	07:13				07:35		
04:51	05:03	05:16	05:27	05:52	06:27	06:39		06:38	06:49	07:14				07:36	PTT	
...	04:53	...	OP12	...	06:17	06:29		06:39	06:39					07:26		
04:56	05:11	05:24	05:44	06:00	06:35	...		06:46	...	07:22				07:44		
...	...	...	...	06:01	06:36	06:45		06:47	06:57	07:23				...		
T8	E5	OP12	OP7	S	...	...		...	OP9	B				...		
...	...	...	...	06:07	...	...		06:53	...	07:30				...		
05:08	05:21	05:41	05:55	06:08	06:42	06:50		06:54	07:11	07:31				07:48½		
E6T1	E12	OP7	E4T11	...	...	...		...	OP5	...				E4		
...	...	...	...	06:14	...	...		07:00	...	07:37				...		
05:18	05:38	05:52	06:13	06:15	06:45	07:08		07:01	07:20	07:38				07:55½		
...	...	...	...	...	...	...		...	...	07:43				...		
...	...	...	...	...	...	...		...	...	07:44				...		
...	...	...	...	...	...	...		07:06	...	...				...		
...	...	...	...	...	...	...		07:07	...	...				...		
E2T10	...	E8T4	E4	E7T15	E7T7	T3		E7T8	E8T13	E7T18				E3T2		
...	...	...	...	06:45	...	...	07:25	07:30	...	08:15				...		
05:35	05:45	06:10	06:22	06:46	07:05	07:17	07:26	07:31	07:47	08:16				08:06		
...	...	...	...	06:51	...	...	07:32	07:36	...	08:21				...		
05:38	05:49	06:13	06:25	06:52	07:08	07:21	07:33	07:37	07:51	08:22				08:10		
05:45	05:56	06:24	...	07:05	07:15	07:28	07:53	07:50	08:03	08:35				08:17		
05:47	05:58	06:26	06:36	...	07:17	07:30	07:55	...	08:05	...				08:19		
05:37	05:48	06:16	...	07:07	07:17	07:20	...	...	07:55	...				08:09	PTT	
8	18	8	8	7	7	6		7	8	7	0	0	0	7		
19	0	4	11	15	7	12		8	13	18	16	16	16	2		
0	0	19	28	0	0	0		0	19	0	0	0	0	0		

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

R Will run via DN II betn KAN - BWN

B. will run via DN-II betn PAJ-BWN

Q.will run via DN II btn.UDL-DGR

S.will run via DN II btn PAJ-KAN

P will run via DN II btn ASN-BWN

TRACK - ASN - BWN - Quadruple. RULLING GRADIENT - ASN - DGR - 1/200. DGR - KAN - 1/500, SIGNALLING - ASN - BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			63582	12340	12314	12302	12274	13012	13046	63012	63514	13417	
						RPH- BWN MEMU Pgr	DHN - HWH Coalfield EXP	NDLS - SDAH Rajdhani EXP	NDLS - HWH Rajdhan i EXP	NDLS - HWH Duronto EXP	MLDT HWH INTERCI TY EXP	DGHR- HWH Mayurak shi EXP	RPH- BWN MEMU Pgr	ASN - BWN MEMU Pgr	DGHA - MLDT Exp.	
						Daily	Daily	Daily	Except SA	W.SU.	Daily	Daily	Daily	Daily	FRI	
						110	130	130	130	130	130	110	*	*	110	
						Maximum cum Booked Speed(Kmph)										
212.12	5.18	ASANSOL JN.	SPL-III RRI		PTI		07:00 07:03 06:53 P	07:11 07:13 07:03	07:28 07:30 07:20	07:36 07:41 07:31				07:40 07:40	07:40 07:50 07:40	
206.94	8.77	Kalipahari	SPL-III				07:09	07:19	07:36	07:47				Q 07:46 07:47	B ...	
198.17	4.24	Nimcha B.H.	SPL-III				07:13	07:23	07:40	07:51				07:54	08:04	
193.93	4.60	Raniganj	SPL-III		PTI		07:18 07:20 07:10	07:26	07:43	07:54				08:00 08:01	...	
189.33	2.92	Bakhtarnagar B.H	SPL-III				07:25	07:28½	07:45½	07:56½				08:06	08:14	
186.41	6.12	Andal Jn.	SPL-III RRI		PTI		07:28 07:30 07:20	07:30	07:47	07:58		07:50 07:52 07:42 N		08:09 08:10	08:20 08:21 08:11	
180.29	1.35	Pinjrapole B.H	SPL-III				...	...	...	...		...		...	...	
178.94	5.44	Waria	SPL-III		PTI		07:38 07:40 07:30	07:34½	07:51½	08:02½		08:00 08:02 07:52		08:15 08:16	08:27½	
173.50	3.45	DCOP	SPL-III				...	...	...	...		...		...	...	
170.05	7.74	Durgapur	SPL-III		PTI		07:49 07:51 07:41	07:41 07:43 07:33	07:56	08:06		08:10 08:12 08:02		08:23 08:25	08:40 09:00 08:50	
162.31	7.61	Rajbandh	SPL-III				07:57	07:49	08:00	08:10		08:18½		08:31 08:32		
154.70	10.46	Panagarh	SPL-III		PTI		08:03 08:05 07:55	07:53	08:04	08:14		08:25 08:26 08:16 T2		08:38 08:39		
144.24	8.05	Mankar	SPL-III		PTI		08:14 08:16 08:06	07:58	08:09	08:25		08:37 08:38 08:28		08:47 08:48		
136.19	6.48	Paraj	SPL-III				E8T1 ...	...	...	E8T2 ...		...		08:55 08:56 E7T6		
129.71	6.29	Galsi	SPL-III				08:36	08:09	08:29	08:46		08:47		09:15 09:16		
123.42	0.61	Ishan Chandi(H)	...				...	...	...	...		...		...		
122.81	2.93	Khana L/C	SPL-III				...	...	...	...		...		...		
119.88	5.98	Khana Jn.	SPL-III			R 08:25 08:26	T3 08:44	E8 08:22	...	T1 08:52	...	E6T15 09:15	R 09:37 09:38	T16 09:41 09:42		
113.90	7.17	Talit	B-III			08:37 08:38	08:47	08:25	08:37	08:57	09:03	09:19	09:43 09:44	09:49 09:50		
106.73		BARDDHAMAN JN.	B-III		PTI	08:46 —	08:54	08:30	08:42	09:02	09:10 09:12 09:02	09:26 09:28 09:18	09:52 —	10:00 —		
							8	12	12	8		6		7	1	1
							4	0	1	13		17		22	6	6
							0	0	0	0		0		0	0	0

R Will run via DN II betn KAN - BWN N Will run via DN II betn UDL - BWN B Will run via DN II betn ASN-DGR P Will run via DN II betn ASN - PAJ

Q Will run via DN II betn ASN - BWN * Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

15930	15630	12322	13428	13166	12332	13044	12358	13182	22306	12504	63520	12306			Station Code
DBRT- TBM EXP	SHTT- TBM EXP	Mumbai HWH Mail.	SBG HWH INTERC ITY EXP	SMI - KOAA Exp.	JAT- HWH Himagiri Exp.	Roxual - HWH Exp.	ASR - KOAA Durgian aa Exp.	SHTT- KOAA Kagiran ga Exp	JSME- SMVB EXP	AGTL- SMVB Exp	BKSC- BWN MEMU Pgr.	NDLS - HWH Rajdhan i Exp.			
TUE.	SAT.	Daily	Daily	MON.	TU,W,S A.	F,SU.	TU,F.	WED	FRI	W,SU	Daily	SAT.			
130	130	130	110	130	130	130	130	130	130	130	*	130			
		07:46 07:56 07:36		07:58 08:08 07:58	07:58 08:08 07:58	07:58 08:08 07:58	08:23 08:25 08:15		08:50 08:55 08:45		08:58 09:03 Q 09:10 09:11	... 09:34 ... 09:38½		PTT	ASN
		08:04		08:15	08:15	08:15	08:31		09:01		09:17½	09:42½			KPK
		08:09		08:20	08:19	08:20	08:35		09:05		09:23 09:24	09:45½			NMC
		08:14 08:16 07:56		08:23	08:22	08:23	08:38		09:08		09:31 09:32	09:49½		PTT	RNG
		08:20		08:25½	08:24½	08:25½	08:40½		09:10½		09:28½	09:48			BQT
08:20 08:21 08:11 M	08:20 08:21 08:11 M	08:22		08:30	08:30	08:30	08:43		09:12		09:31 09:32	09:49½		PTT	UDL
...	...	...		...	...	...	...		...		...	...			POL
...	...	T3		...	...	...	...		...		09:38 09:39	...			OYR
08:27½	08:27½	08:27		08:35 U	08:34½ U	08:35 U	08:47½		09:16½		09:54	...		PTT	DCOP
...	...	...		...	...	...	...		...		...	...			
E1T6 08:40 09:00 08:50	E1T6 08:40 09:00 08:50	08:32 08:36 08:16		OP17 08:57 08:59 08:49	OP20 ... 08:59	OP17 08:57 08:59 08:49	...		09:21 09:23 09:13		09:46 09:48	09:58½		PTT	DGR
		08:42		09:05	09:03	09:05	08:56		09:29		09:54 09:55	10:02½			RBH
		08:48 08:50 08:30		09:09½	09:08	09:09½	09:00		09:33		10:01 10:02	10:10½		PTT	PAN
		08:58		09:15½	09:13	09:15½	09:05		09:38		10:11 10:12	10:15½		PTT	MNAE
		09:02		09:30 E8	09:30 E8	09:30 E8	09:09 E8OP7		09:44 E3		10:19 10:20	10:24½ E3T5			PAJ
		09:05		09:42	09:42	09:42	09:27		09:52		10:26 10:27	10:35½			GLI
		...		...	...	...	...		...		...	...			INCI
		...		...	...	...	...		...		...	...			KANL/C
		E8T6 09:25	09:33	T3 09:50	T3 09:50	T3 09:50	T8 09:40		E7T25 10:29	10:33	E7T18 11:01 11:02	E5 10:45			KAN
		09:28 09:38 09:40 09:30	09:37 09:44 09:46 09:36	09:54 10:01 10:03 09:53	09:53 ... 10:03	09:54 10:01 10:03 09:53	09:43 ... 09:48	09:43 09:50 09:52 09:42	10:32 10:39 10:41 10:31	10:36 ... 10:47	11:07 11:20 ...	10:48 10:55 10:57 10:37		PTT	BWN
1	1	8		8	8	8	8		10		7	8			
6	6	8		3	3	3	9		25		14	15			
0	0	0		27	33	27	7		0		0	0			

R Will run via DN II betn KAN - BWN

Q Will run via DN II betn ASN - BWN

M Will run via DN II betn UDL - DGR

U Will run via DN II betn OYR - DGR

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/TSRs

TRACK - ASN -BWN -Quadruple. RULLING GRADIENT -ASN - DGR -1/200. DGR - KAN - 1/500 , SIGNALLING - ASN -BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			12937 GIM - HWH Garbha Exp.	12495 BKN - KOAA Pratap Exp.	22324 GCT - KOAA Exp.	13028 AZ-HWH Kaviguru EXP	63516 ASN - BWN MEMU Pgr.	12260 BKN - SDAH Duroto EXP	07029 AGTL SC TOD SPL	63068 RPH- BWN MEMU Pgr	12024 PNBE - HWH Janshatabdi Exp.
						M	FRI	SAT	Daily	Daily	TU,W,F, SA.	TUE	Daily	SUE.
		Maximum cum Booked Speed(Kmph)				130	130	130	110	*	130	110	*	130
212.12	5.18	ASANSOL JN.	SPL-III		PTT	09:49 09:59 09:49	09:54 09:59 09:49	09:54 09:59 09:49		10:15	10:26			10:40 10:45 10:35
206.94	8.77	Kalipahari	SPL-III			...	...	...		N 10:21	...			...
198.17	4.24	Nimcha B.H.	SPL-III			10:05	10:05	10:05		10:22	10:32			10:51
193.93	4.60	Raniganj	SPL-III			...	...	...		10:28½	10:36			10:55
189.33	2.92	Bakhtarnagar B.H	SPL-III			10:12	10:12	10:12		10:34 10:35	10:39			10:58
186.41	6.12	Andal Jn.	SPL-III			10:14½	10:14½	10:14½		10:39½	10:41½			11:00½
180.29	1.35	Pinjrapole B.H	SPL-III			...	...	...		10:42 10:43	10:43			11:02
178.94	5.44	Waria	SPL-III			10:20½	10:20½	10:20½		10:49 10:50	10:47½			11:06½
173.50	3.45	DCOP	SPL-III			...	...	...		...	...			...
170.05	7.74	Durgapur	SPL-III		PTT	T3 10:29	10:27 10:29 10:19	10:27 10:29 10:19		10:57 10:59	10:52			11:12 11:14 11:04
162.31	7.61	Rajbandh	SPL-III			...	...	...		11:05 11:06	...			...
154.70	10.46	Panagarh	B-III			10:35	10:35	10:35		11:12 11:14	10:56 11:00			11:20 11:24
144.24	8.05	Mankar	SPL-III			10:39	10:39	10:39		11:23 11:24	11:05			11:29
136.19	6.48	Paraj	SPL-III			10:48	10:48	10:48		11:31 11:32	11:09 OP3			11:33
129.71	6.29	Galsi	SPL-III			...	...	...		11:38 11:39	...			11:36
123.42	0.61	Ishan Chandi(H)	D			...	...	...		...	...			...
122.81	2.93	Khana L/C	SPL-III			...	...	...		...	...			...
119.88	5.98	Khana Jn.	SPL-III			E8T8 11:12	E8T8 11:12	E8T8 11:12	R 11:25	E7T20 12:15 12:16	E12T7 11:39	...	R 11:44 11:45	E8T7 11:57
113.90	7.17	Talit	B-III			...	...	...	...	12:21 12:22	...	10:33	11:51 11:52	...
106.73		BARDDHAMAN JN.	B-III		PTT	11:15 11:26	11:15 11:23 11:25 11:15	11:15 11:23 11:25 11:15	11:30 11:37 11:39 11:29	12:22 12:35 11:47	11:42 10:44 10:36	10:36 10:46 10:36	11:52 12:06 12:05	12:00 ...
TER Time Provided						8	8	8		7	12			8
Traffic Recovery Time Provided						13	8	8		20	7			7
Operational Time Provided						0	0	0		0	3			0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

R Will run via DN II betn KAN -BWN

N Will run via DN II betn ASN -BWN

12042	22512	13162	13054	12316	12318	12326	13434	13152	19608	13026	19413		12988	12338		Station Code
NJP-HWH Exp	KYQ-LTT Karmabhumii Exp	BLGT-KOAA Tebhaga Exp	RDP-HWH KULIK EXP	UDZ-KOAA Ananya Exp.	ASR-KOAA Akal takht Exp.	NLDM-KOAA Gurumukhi Exp.	MLDT-SMVB AMRIT BHARAT EXP	JAT-KOAA Exp.	MDJN-KOAA Exp.	BPL-HWH Exp.	RJT-KOAA Exp.		All-SDAH Exp.	BHP-HWH Shantini ketan Exp		
SUE	SU	SUE	Daily	TUE	W,SA.	SUN.	SUN	Daily	WED	TH	FRI		Daily	Daily		
130	130	110	130	130	130	130	130	130	130	130	130		130	130		
				11:11 11:21 11:11	11:11 11:21 11:11	11:11 11:21 11:11		11:29 11:39 11:29	11:45 11:55 11:45	11:45 11:55 11:45	11:45 11:55 11:45		12:01 12:04 11:54		<u>PTT</u>	ASN
				...	...	...		...	...	...	...		B			KPK
				11:27 ...	11:27 ...	11:27 ...		11:46 ...	12:01 ...	12:01 ...	12:01 ...		12:10 ...			NMC
				11:31 ...	11:31 ...	11:31 ...		11:51 ...	12:05 ...	12:05 T4	12:05 T4		12:15 ...			RNG
				11:34 ...	11:34 ...	11:34 ...		11:56 11:58 11:48	12:10 12:12 12:02	12:12 ...	12:12 ...		12:24 12:26 12:16		<u>PTT</u>	BQT
				11:36½ ...	11:36½ ...	11:36½ ...		12:02½ 12:06 11:58	12:16½ ...	12:16½ ...	12:16½ ...		12:30½ ...			UDL
				11:38 ...	11:38 ...	11:38 ...		12:08 11:58	12:18 K	12:18 K	12:18 K		12:32½ ...		<u>PTT</u>	POL
				...	...	...		...	...	...	...		...			OYR
				11:42½ ...	11:42½ ...	11:42½ ...		12:15 ...	12:22½ ...	12:22½ ...	12:22½ ...		12:37½ ...			DCOP
				...	...	...		...	...	...	...		...			DGR
				11:47½ ...	11:47½ ...	11:47½ ...		12:20 12:22 12:12	12:31 12:33 12:23	12:31 12:33 12:23	12:31 12:33 12:23		12:44 12:46 12:36		<u>PTT</u>	RBH
				11:52½ ...	11:52½ ...	11:52½ ...		12:28½ 12:34 12:38 12:28	12:39 ...	12:39 ...	12:39 ...		12:52 ...			PAN
				11:56½ ...	11:56½ ...	11:56½ ...		12:38 12:28	12:48½ ...	12:48½ ...	12:48½ ...		12:56½ ...		<u>PTT</u>	MNAE
				12:01½ ...	12:01½ ...	12:01½ ...		12:46 ...	12:53½ ...	12:53½ ...	12:53½ ...		13:02½ E8T10			PAJ
				12:05½ ...	12:05½ ...	12:05½ ...		12:51 ...	12:57½ E8T12	12:57½ E8T12	12:57½ E8T12		13:25 OP2			GLI
				12:15 ...	12:15 ...	12:15 ...		12:54½ ...	13:22 ...	13:22 ...	13:22 ...		13:30½ ...			INCI
				...	...	...		...	...	...	...		...			KANL/C
			R	E10T18	E10T18	E10T18		E12T13	...	...	...		...			KAN
12:05	12:05	12:13	12:44	12:48	12:48	12:48	13:10	13:25	13:27	13:27	13:27		13:36	14:03		TIT
12:08	12:08	12:17	12:48	12:51	12:51	12:51	13:14	13:28	13:30	13:30	13:30		13:39	14:07		BWN
12:15	12:15	12:24	12:55	12:59	...	...	13:21	13:43	13:45	13:37	...		13:49	14:14		
12:17	12:17	12:26	12:57	13:01	13:01	13:01	13:23	13:45	13:47	13:39	13:39		13:51	14:16		
12:07	12:07	12:16	12:47	12:51			13:13	13:35	13:37	13:29			13:41	14:06	<u>PTT</u>	
				10	10	10	10	12	8	8	8		8			
				18	18	18	9	13	12	16	16		10			
				0	0	0	0	0	0	0	0		2			

R Will run via DN II betn KAN -BWN
M Will run via DN II betn DGR -BWN

B Will run via DN II betn ASN-RNG
K Will run via DN II betn UDL-MNAE

TRACK - ASN - BWN - Quadruple. RULLING GRADIENT - ASN - DGR -1/200. DGR - KAN - 1/500, SIGNALLING - ASN - BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			22348 VANDE BHARAT EXP	15640 KYQ - PURI EXP	13418 MLDT - DGHA EXP	13016 JMP- HWH EXP	63518 ASN - BWN MEMU Pgr.	12330 ANVT - SDAH Sampark Kanti Exp.	12380 ASR - SDAH Jallianwala bag Exp.	12320 GWL- KOAA Exp.	12372 BKN - HWH Exp.	12382 NDLS - HWH Poorva Exp.
						Expt W	MON	TH.	Daily	Daily	TH	Mon	FRI,	FRI,	TU,W,S A.
		Maximum cum Booked Speed(Kmph)				130	130	110	110	*	130	130	130	130	130
212.12	5.18	ASANSOL JN.	SPL-III RRI		PTT	12:05 12:08 11:58				— 12:50	12:53 13:03 12:53	12:53 13:03 12:53	12:53 13:03 12:53	13:07 13:17 13:07	13:26 13:36 13:26
206.94	8.77	Kalipahari	SPL-III			...				12:56	...	...	...	...	...
198.17	4.24	Nimcha B.H.	SPL-III			12:13				12:57	13:09	13:09	13:09	13:23	13:42
193.93	4.60	Raniganj	SPL-III			12:18				13:03½	13:13	13:13	13:13	13:27	13:46
189.33	2.92	Bakhtarnagar B.H	SPL-III			...				13:08 13:09 Q	...	...	...	...	...
186.41	6.12	Andal Jn.	SPL-III RRI		PTT	12:21½ ...	12:53 12:55	12:53 12:55		13:13½ 13:16 13:17	13:18½ ...	13:18½ ...	13:18½ ...	13:32½ ...	13:51½ ...
180.29	1.35	Pinjrapole B.H	SPL-III			...	...	...		...	...	...	...	...	...
178.94	5.44	Waria	SPL-III			...	...	...		13:23	...	T4 ...	T4 ...	...	...
173.50	3.45	DCOP	SPL-III			12:26½ ...	13:02 ...	13:02 ...		13:24 ...	13:28½ ...	13:28½ ...	13:28½ ...	13:38½ ...	13:57½ ...
170.05	7.74	Durgapur	SPL-III		PTT	12:31 12:33 12:23	T13 13:25 13:50 13:40	T13 13:25 13:50 13:40		13:31 13:33	13:35 13:37 13:27	13:35 13:37 13:27	13:35 13:37 13:27	13:45 13:47 13:37	14:04 14:06 13:56
162.31	7.61	Rajbandh	SPL-III			...				13:39 13:40	...	...	...	...	...
154.70	10.46	Panagarh	SPL-III			12:37 ...				13:46 13:47	...	...	...	...	...
144.24	8.05	Mankar	SPL-III			12:40½ ...				13:55 13:56	...	...	...	...	...
136.19	6.48	Paraj	SPL-III			12:45 ...				14:03 14:04	...	...	...	T4 ...	T4 ...
129.71	6.29	Galsi	SPL-III			12:48½ ...				14:10 14:11	...	...	...	14:10 T12	14:29 T10
123.42	0.61	Ishan Chandi(H)	D			12:51 ...				14:00 14:00	...	...	...	...	...
122.81	2.93	Khana L/C	SPL-III			...				...	...	...	...	...	...
119.88	5.98	Khana Jn.	SPL-III			E20T1 ...				E7T18 14:45	E8T9 ...	E8T9 ...	E8T9 ...	E8T2 ...	E12T1 ...
113.90	7.17	Talit	B-III			13:19 ...			14:11 ...	14:46 14:51	14:22 ...	14:22 ...	14:22 ...	14:40 ...	15:00 ...
106.73		BARDHAMAN JN.	B-III		PTT	13:22 ...			14:15 14:22 14:24 14:14	14:52 15:05 ...	14:25 14:33 14:35 14:25	14:25 14:33 14:35 14:25	14:25 ...	14:43 ...	15:03 15:13 15:15 15:05
TER Time Provided						20	0	0		7	8	8	8	8	12
Traffic Recovery Time Provided						1	13	13		18	13	13	13	18	15
Operational Time Provided						0	0	0		0	0	0	0	0	0

Q. will run via DN-II between RNG-BWN

B.will run via DN-II between UDL-BWN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

12304	22318	63142	63522	22322	13188	13174	13176	12354	63584	12364	63524	12348	22611	13425	Station Code
NDLS - HWH Poorva Exp.	JAT - SDAH Humsafar Exp.	GODA- SDAH MEMU PGR	ASN - BWN MEMU Pgr.	SURI - HWH HOOL Exp.	RPH- SDAH EXP	SBRM- SDAH Kanchen jungha EXP	SCL- SDAH Kanchan jungha EXP	Lalkuan HWH Exp.	RPH- BWN MEMU PGR	HDB- KOAA EXP	ASN - BWN MEMU Pgr.	RPH- HWH EXP	MAS - NJP Exp.	MLDT - Surat EXP	
SU,M,T H,F	TH.	Daily	Daily	Daily	Daily	M,W,F,S U	TU,TH,S A	SUN	Daily	W,F,SU	Daily	Daily	TH	SA	
130	130	*	*	110	110	110	110	130	*	110	*	110	130	130	
13:26	13:43		14:05					15:11			16:15		16:25		ASN
13:36	13:45							15:16					16:35		
13:26	13:35							15:06					16:25		PTT
...	...		14:11					...			16:21		...		KPK
13:42	13:51		14:12					15:23			16:22		16:41		
...	...		...					...			...		...		NMC
13:46	13:55		14:18½					15:27			16:29½		16:46		
...	...		14:23					...			16:34		...		RNG
13:49	13:58		14:24					15:30			16:35		16:49		
...	...		...					...			...		...		BQT
13:51½	14:00½		14:28½					15:32½			16:40		16:52½		
...	...		14:31	14:41				...			16:44		...	16:51	UDL
13:53	14:02		14:32	14:42				15:34			16:45		16:54½	16:53	PTT
...	...		...	14:32				...			B		...	...	POL
...	...		...	...				...			...		...	...	
...	...		14:38	...				...			16:53		...	...	OYR
13:57½	14:07		14:39	14:49				15:38½			16:54		17:01½	17:01	
...	...		...	...				...			...		...	...	DCOP
...	...		...	...				...			...		...	...	
14:04	...		14:46	14:57				15:45			17:01		E3T11	E2T12	DGR
14:06	14:15		14:49	14:58				15:47			17:03		17:25	17:25	
13:56	...		...	14:48				15:37			...		17:45	17:45	PTT
...	...		14:55	...				...			17:10		17:35	17:35	RBH
14:12	14:19		14:56	15:05				15:53			17:11		...	...	
...	...		15:02	15:13				...			17:17		...	...	PAN
14:16	14:25		15:03	15:14				15:57			17:18		...	...	PTT
...	...		15:12	15:22				...			17:26		...	...	MNAE
14:21	14:32		15:13	15:23				16:02			17:27		...	...	PTT
...	...		15:13	15:13				...			...		...	...	
T4	T10		15:20	...				...			17:34		...	...	PAJ
...	...		15:21	15:28				16:06			17:35		...	...	
14:29	14:45		...	...				...			...		...	...	GLI
T10	E8T7		15:28	...				...			17:41		...	...	
...	...		15:29	15:33				16:09			17:42		...	...	
14:42	15:04		Q	...				...			Q		...	...	INCI
...	...		15:35	...				...			...		...	...	KAN/C
...	...		15:36	...				...			...		...	...	
...	...		...	...				...			...		...	...	
E12	T3	R	E7T10	E6T9	...	...	...	E8T11	...	...	E7T7	...	...	...	KAN
...	...	15:15	15:55	...	...	...	...	...	16:39	...	18:05	...	...	...	
15:00	15:12	15:16	15:56	15:54	16:03	16:19	16:19	16:34	16:40	17:27	18:06	18:19	...	...	
...	...	15:21	16:01	...	...	...	...	...	16:46	...	18:11	...	...	...	TIT
15:03	15:15	15:22	16:02	15:58	16:07	16:23	16:23	16:37	16:47	17:31	18:12	18:23	...	...	
15:13	...	15:30	16:15	16:05	16:14	16:30	16:30	16:44	17:00	17:38	18:25	18:30	...	...	BWN
15:15	15:22	15:32	...	16:07	16:16	16:32	16:32	16:46	...	17:40	...	18:32	...	...	
15:05	...	...	...	15:57	16:06	16:22	16:22	16:36	...	17:30	...	18:22	...	...	PTT
12	8		7	6				8			7		3	2	
14	20		10	9				11			7		11	12	
0	0		0	0				0			0		0	0	

Q. will run via DN-II between GLI-BWN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

TRACK - ASN - BWN - Quadruple. RULLING GRADIENT - ASN - DGR - 1/200. DGR - KAN - 1/500, SIGNALLING - ASN - BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing			22198	13032	63510	22388	13018	22310	63552	63550	63064
						VGLJ - KOA P.S.S. Exp.	JYG- HWH EXP	JAJ - BWN MEMU Pgr.	DHN-HWH Black Diamond Exp.	AZ-HWH Ganadevt a EXP	JMP HWH VB EXP	ASN UDL MEMU pgr	UDL- BWN MEMU Pgr	SBG- BWN MEMU PGR
						SAT	Daily	Daily	Daily	Daily	expt F	Daily	Daily	Daily
Maximum cum Booked Speed(Kmph)						130	110	*	130	110	130	*	*	110
212.12	5.18	ASANSOL JN.	SPL-III		<u>PTT</u>	16:22 16:27 16:17		16:40 16:50	17:34 17:37 17:27			17:45		
206.94	8.77	Kalipahari	SPL-III		<u>PTT</u>	...		16:56 16:57	...			...		
198.17	4.24	Nimcha B.H.	SPL-III			...		...	...			...		
193.93	4.60	Raniganj	SPL-III		<u>PTT</u>	...		17:03½ 17:08 17:10	17:48 17:52 17:53 17:43			17:57½ 18:03 18:05		
189.33	2.92	Bakhtarnagar B.H	SPL-III			...		...	...			...		
186.41	6.12	Andal Jn.	SPL-III RRI		<u>PTT</u>	...		17:17 17:18	18:01 18:02 17:52			18:10½ E2T4 18:20 —	18:25	
180.29	1.35	Pinirapole B.H	SPL-III			...		...	...			...		
178.94	5.44	Waria	SPL-III		<u>PTT</u>	...		17:27 17:28	18:10 18:11 18:01			18:33 18:34		
173.50	3.45	DCOP	SPL-III			...		...	...			...		
170.05	7.74	Durgapur	SPL-III		<u>PTT</u>	...		17:35 17:37	18:19 18:21 18:11			18:41 18:42		
162.31	7.61	Rajbandh	SPL-III		<u>PTT</u>	...		17:43 17:44	...			18:49 18:50		
154.70	10.46	Panagarh	SPL-III		<u>PTT</u>	...		17:51 17:53	18:33 18:34 18:24			18:56 18:57		
144.24	8.05	Mankar	SPL-III		<u>PTT</u>	...		18:00 18:01	18:43 18:44 18:34			19:05 19:06		
136.19	6.48	Paraj	SPL-III		<u>PTT</u>	...		18:08 18:09	...			19:12 19:13 Q		
129.71	6.29	Galsi	SPL-III		<u>PTT</u>	...		18:16 18:17	...			19:18 19:19		
123.42	0.61	Ishan Chandi(H)	D			...		...	...			...		
122.81	2.93	Khana L/C	SPL-III			...		...	...			...		
119.88	5.98	Khana Jn.	SPL-III			E20T18 ...	18:32 18:33	E8T11 18:45 18:46	E8T4 ...	R ...	...	E5T4 19:36 19:37	R 19:55 19:56	
113.90	7.17	Talit	B-III		<u>PTT</u>	...	18:39 18:40 18:30	18:51 18:52	...	...	...	19:42 19:43	20:03 20:04	
106.73		BARDDHAMAN JN.	B-III		<u>PTT</u>	18:11 18:13 18:03	18:48 18:50 18:40	19:05 —	19:23 19:25 19:15	19:36 19:38 19:28	...	19:50 —	20:25 —	
TER Time Provided						20		8	8			2	5	
Traffic Recovery Time Provided						18		11	4			4	4	
Operational Time Provided						0		0	0			0	0	

D will run via DN-II between KAN-BWN

Q will run via DN-II between GLI-BWN

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

12020	13504	22304	22302	11447		12551	15228	12254	63528	12508	12510	12516	12514	22502	13030		Station Code
RNC-HWH Shatabdi EXP	HTE - BWN MEMU Exp	GAYA HWH VB EXP	NJP-HWH VANDE BHARAT EXP	JBP- HWH Shaktipunj Exp		MFP- SMVB EXP	MFP- SMVB EXP	BGP - SMVB Anga Exp.	ASN - DGR MEMU Pgr	SCL-TVC Weekly EXP	GHY- SBC EXP	SCL- CBE Weekly EXP	GHY- SC EXP	NTSK- SMVB EXP	MKA - HWH Express		
Except SU	Daily	expt Th	EXPT W	Daily		SUN	MON	WED	Daily	FRI	M,TU,S U	WED	TH	SA	Daily		
130	*	130	130	130		130	130	130	*	130	130	130	130	130	110		
18:37 18:39 18:29	18:45 18:50 18:40	18:48 18:50 18:40		19:26 19:31 19:21		19:30 19:40 19:30		19:50 19:55 19:45	20:25						21:25 21:45 21:25	PTT	ASN
...	18:57 18:58 18:48	...		...		...		...	20:31 20:32						21:51 21:52 21:32	PTT	KPK
18:49½	19:04	18:58		19:42		19:51½		20:05	20:38½						21:58		NMC
18:54 19:04 18:46	19:09 19:10 19:00	...		19:46 19:48 19:38		...		...	20:43 20:44						22:02 22:07 21:47	PTT	RNG
19:08½	19:14	19:01½		19:51½		19:57½		20:10½	20:48½						22:10½		BQT
...	19:17 19:19 19:09	...		...		...		...	20:51 20:52						22:13 22:15	PTT	UDL
...	...	...		...		...		...	...						21:55		POL
19:14½	19:26 19:27 19:17	19:06½		19:57½		20:05		20:17	21:00 21:01						22:21 22:23 22:03	PTT	OYR
...	...	...		...		...		...	...						...		DCOP
19:20 19:22 19:07	19:35 19:37 19:27	19:11 19:13 19:03		20:03 20:05 19:55		20:15 20:50 20:40		...	E3T13 21:25 —						22:28 22:33 22:13	PTT	DGR
...	19:44 19:45	...		...		...		...	...						...		RBH
19:30½	19:51 19:52 19:42	19:20		20:14		...		20:29½	...						22:43 22:45 22:25	PTT	PAN
19:35½	20:01 20:02 19:52	19:24½		20:19		...		20:34½	...						22:52 22:54 22:34	PTT	MNAE
19:39½ E9	20:08 20:09 19:59	19:28		20:25		...		20:44½ E15	...						22:59½ OP5	PTT	PAJ
19:52	20:14 20:15 20:05	19:30½		20:42		...		21:03	...						23:08 Q		GLI
...	...	...		...		...		...	...						...		INCI
E3	E8T10 20:40	E12T2		E12		...		E5T12	...						...		KANL/C
20:00	20:41	19:49	20:54	21:00		...	21:10	21:26	...	23:00	23:00	23:00	23:00	23:00	E20T15 00:24 00:25 00:15	PTT	KAN
20:03	20:46 20:47 20:37	19:52	20:57	21:04		...	21:13	21:29	...	23:04	23:04	23:04	23:04	23:04	...		TIT
20:08	21:00	19:57	21:02	21:13 21:15 21:05		...	21:24	21:37 21:39 21:29	...	23:10	23:10	23:10	23:10	23:10	00:47 00:49 00:39	PTT	BWN
12	8	12		12				20	3						20		
0	10	2		0				12	13						15		
0	0	0		0				0	0						5		

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs
S. will run via DN-II between ASN-BQT
Q. will run via DN-II between GLI-BWN

TRACK - ASN-BWN - Quadruple. RULLING GRADIENT -ASN - DGR -1/200. DGR - KAN - 1/500 , SIGNALLING - ASN-BWN - MACL, TRACTION - Electrified.

Dis tance From HWH (Kms)	Inter Stn Dis tance	STATIONS	Class of Stn & Standard of Inter Lock ing				63526	13106	13160	13138	13136	13156	13158
							ASN - BWN MEMU Pgr.	BUI - SDAH Exp.	JBN-KOAA EXP	AMH- KOAA Exp.	JYG - KOAA Exp.	SMI - KOAA Exp.	MFP - KOAA Trihut Exp.
							Daily	Daily	W, F, SU	TU	SU	M,F	WED
		Maximum cum Booked Speed(Kmph)					*	110	130	130	130	130	130
212.12	5.18	ASANSOL JN.	SPL-III				— 21:55	21:15 21:20		22:00 22:05	22:00 22:05	22:00 22:05	22:00 22:05
206.94	8.77	Kalipahari	SPL-III		PTT		22:01 22:02	21:10 21:27		21:55 22:13	21:55 22:13	21:55 22:13	21:55 22:13
198.17	4.24	Nimcha B.H.	SPL-III				22:08½	21:32		22:18	22:18	22:18	22:18
193.93	4.60	Raniganj	SPL-III		PTT		22:13 22:14	21:35		22:22	22:22	22:22	22:22
189.33	2.92	Bakhtarnagar B.H	SPL-III				22:18½	21:37½		22:25	22:25	22:25	22:25
186.41	6.12	Andal Jn.	SPL-III		PTT		22:21 22:24	21:41 21:43 21:33		22:34	22:34	22:34	22:34
180.29	1.35	Pinirapole B.H	SPL-III				...	...		...	...	...	...
178.94	5.44	Waria	SPL-III				22:30 22:32	21:50		22:43	22:43	22:43	22:43
173.50	3.45	DCOP	SPL-III				...	...		...	...	...	...
170.05	7.74	Durgapur	SPL-III		PTT		22:39 22:44	21:55 21:57 21:47		OP4 22:52 22:54 22:44	OP4 22:52 22:54 22:44	OP4 22:52 22:54 22:44	OP4 22:52 22:54 22:44
162.31	7.61	Rajbandh	SPL-III				22:50 22:51	22:03		23:01	23:01	23:01	23:01
154.70	10.46	Panaqarh	SPL-III		PTT		22:58 22:59	22:09 22:11 22:01		23:11	23:11	23:11	23:11
144.24	8.05	Mankar	SPL-III				23:07 23:08	22:19		23:19	23:19	23:19	23:19
136.19	6.48	Paraj	SPL-III				23:15 23:16	22:23½		23:26 OP19	23:26 OP19	23:26 OP19	23:26 OP19
129.71	6.29	Galsi	SPL-III				23:22 23:23	22:27		23:49	23:49	23:49	23:49
123.42	0.61	Ishan Chandi(H)	D				...	...		...	...	...	...
122.81	2.93	Khana L/C	SPL-III				23:29 23:30	...		...	...	...	...
119.88	5.98	Khana Jn.	SPL-III				E7T3 23:45 23:46	E8T34 23:15	R 23:50	E11T12 00:18	E11T12 00:18	E11T12 00:18	E11T12 00:18
113.90	7.17	Talit	B-III				R 23:52 23:53	...	...	...	...	...	...
106.73		BARDHAMAN JN.	B-III		PTT		00:05 —	23:19 23:26 23:28 23:18	23:54 00:01 00:03 23:53	00:22 00:29 00:31 00:21	00:22 00:29 00:31 00:21	00:22 00:29 00:31 00:21	00:22 00:29 00:31 00:21
TER Time Provided							7	8		11	11	11	11
Traffic Recovery Time Provided							3	34		12	12	12	12
Operational Time Provided							0	0		23	23	23	23

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

R Will run via DN II betn KAN-BWN

15272	15234	15236			13022	13426			12370	12328				Station Code
MFP-HWH Jansadharan Exp.	DBG - KOAA Exp.	DBG - HWH Exp.			RXL-HWH Mithila Exp.	Surat - MLDT Exp.			DDN - HWH Kumbha Exp	DDN - HWH Upasana Exp				
TU	W,SU	FRI			Daily	TU			Except M,F.	M,F.				
130	130	130			130	130			130	130				
22:58 23:08	23:03 23:08	23:03 23:08			23:15 23:25	23:25 23:35			23:45 23:50	23:45 23:50				ASN
22:58	22:58	22:58			23:15	23:25			23:40	23:40			<u>PTT</u>	KPK
...	...	...			...	...			...	...				NMC
23:15	23:15	23:15			23:33	23:43			23:58	23:58				
...	...	...			...	...			...	...				
23:19	23:19 T4	23:19 T4			23:38	23:48			00:02	00:02				RNG
23:24 23:26	...	...			23:43	...			...	...				
23:16	23:26	23:26			23:47	23:54			00:05	00:05			<u>PTT</u>	
	T1	T1			23:37									BQT
...	...	...			...	...			...	...				
23:30	23:30	23:30			23:51½	23:56½ OP2			00:07½	00:07½				UDL
...	...	...			...	...			...	...				
23:31½	23:31½	23:31½			23:53½	00:01			00:11	00:11				POL
...	...	...			...	...			...	...				
...	...	...			...	OP2			OP9	OP9				OYR
...	...	...			...	...			...	...				
23:36	23:36	23:36			23:58½	00:08 E5T4			00:25	00:25				DCOP
...	...	...			...	...			...	...				
...	...	...			...	...			...	...				
23:42	23:42	23:42			00:05	00:23			...	...				DGR
23:44	23:44	23:44			00:09	00:43			00:29½	00:29½				
23:34	23:34	23:34			23:59	00:33							<u>PTT</u>	RBH
...	...	...			...	...			00:33½	00:33½				
23:50	23:50	23:50			00:15				...	...				PAN
...	...	...			00:21	00:23			00:37½	00:37½				
23:54	23:54	23:54			00:23	00:13			...	...			<u>PTT</u>	MNAE
...	...	...			...	...			00:42½	00:42½				
23:59	23:59	23:59			00:31				...	...				PAJ
...	...	...			...	...			00:46½	00:46½				GLI
00:03 OP15	00:03 OP15	00:03 OP15			00:35½ Q				...	...				INCI
...	...	...			...	...			00:49½	00:49½				KANL/C
00:21	00:21	00:21			00:39				...	...				KAN
...	...	...			...	...			...	...				
...	...	...			...	...			...	...				
...	...	...			...	...			...	...				
E13T16	E13T16	E13T16			E8T32				E12T7	E12T7				
...	...	...			...	...			...	...				
00:55	00:55	00:55			01:25				01:15	01:15				
...	...	...			...	...			...	...				TIT
01:02	01:02	01:02			01:28				01:18	01:18				BWN
01:09	01:09	01:09			01:35				...	...				
01:11	01:11	01:11			01:37				01:24	01:24				
01:01	01:01	01:01			01:27								<u>PTT</u>	
13	13	13			8	5			12	12				
16	21	21			32	0			7	7				
15	15	15			0	4			9	9				

R Will run via DN II betn KAN-BWN
Q Will run via DN II betn GLI-KAN

TRACK - UDL - PAW - Twin Single Line. PAW-SNT-Double Line **SIGNALLING** - MACL RULING GRADIENT - 1/200 **TRACTION** - Electric, Speed-UDL-SNT-110 kmph

Dis tance from UDL (Kms)	Inter Stn. Dis tance	Station	Class of Stn. & Std. Inter Lockin g			13426	13403	15661	15639	15629	15929	63529	63531
						ST MLDT Exp	RNC BGP Exp	RNC KYQ Exp	PURI KYQ Exp	TBM SHTT Exp	TBM NTSK Exp	UDL RPH MEMU	UDL SNT MEMU
						Wed	Daily	TH	WED	WED	SAT	Daily	Daily
Maximum cum Booked Speed *						110	110	110	110	110	110	*	*
186.4	5.31	Andal Jn.	SPL-III			01:02 01:04	01:17 01:37 01:27	03:39 03:41	03:39 03:41	04:44 04:46	04:44 04:46	— 05:40	— 08:20
191.7	4.48	Kajoragram	B-III		PTT	... 01:11½	... 01:45	... 03:48	... 03:48	... 04:53	... 04:53	05:47 05:48	08:27 08:28
196.2	2.22	Siduli (Flag)	D			.... ....	.... ....	.... ....	.... ....	.... ....	.... ....	05:54 05:55	08:34 08:35
198.4	8.33	Ukhra	B-III			... 01:16½	... 01:50	... 03:53	... 03:53	... 04:58	... 04:58	05:59 06:00	08:39 08:40
206.8	3.18	Pandabeswar	B-III			... 01:23	01:58 02:00 01:50	... 03:59½	... 03:59½	... 05:04½	... 05:04½	06:09 06:10	08:49 08:50
209.9	5.72	Bhimgara Jn.	B-III			... 01:26	... 02:05	... 04:02½	... 04:02½	... 05:07½	... 05:07½	06:14 06:15	08:54 08:55
215.7	6.24	Panchra	B-III			... 01:31½	... 02:10½	... 04:08	... 04:08	... 05:13	... 05:13	06:21 06:22	09:01 09:02
221.9	6.31	Dubrajpur	B-III		PTT	... 01:35	02:16 02:17 02:07	... 04:11½	... 04:11½	... 05:16½	... 05:16½	06:27 06:28	09:07 09:08
228.2	3.49	Chinpai	B-III			... 01:38½	... 02:22	... 04:15	... 04:15	... 05:20	... 05:20	06:33 06:34	09:13 09:14
231.7	8.86	Kochujor (F)	D			.... ....	.... ....	.... ....	.... ....	.... ....	.... ....	06:38 06:39	09:18 09:19
240.6		Siuri	B-III			01:47 01:49	02:31 02:33	04:24 04:26	04:24 04:26	05:29 05:31	05:29 05:31	06:46 06:47	09:26 09:27
249.6	9 2.71	Kunuri	B-III		PTT	01:39 ... 01:56	02:23 ... 02:40	04:16 ... 04:33	04:16 ... 04:33	05:21 ... 05:38	05:21 ... 05:38	06:54 06:55	09:34 09:35
252.3		Mahishadahari (H)	D			.... ....	.... ....	.... ....	.... ....	.... ....	.... ....	06:58 06:59	09:38 09:39
259.8	7.55	Sainthia Jn.	B-III		PTT	E5T32 ... 02:40	E9T9 03:05 03:10 03:00	E5T38 05:27 05:32 05:22	E5T49 ... 05:32	E10T22 ... 06:15	E10T22 ... 06:15	E5T12 07:23 07:25	E5T19 10:10 —
T E R Time Provided.						5	9	5	5	10	10	5	5
Traffic Recovery Time Provided						32	9	38	49	22	22	12	19
Operational Time Provided						0	0	0	0	0	0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

13417	22321	63533	63535	22611	63537	13045	13179	12551					
DGHA MLDT Exp	HWH SURI Exp	UDL SNT MEMU	UDL SNT MEMU	MAS NJP Exp	UDL SNT MEMU	HWH DGHR Exp.	SDAH SURI MEMU Exp	SMVB KYQ Exp					
FRI	Daily	Daily	Daily	TH	Daily	Daily	DAILY	SUN					
110	110	*	*	110	*	110	*	110					
09:20	09:46	—	—	18:10	—	19:50	20:59	21:16					UDL
09:22	09:47	14:00	17:10	18:12	19:05	19:52	21:04	21:18				PTT	
...	...	14:07	17:17	...	19:12	19:59	...	...					
09:29	09:54	14:08	17:18	18:19	19:13	20:00	21:11	21:25				PTT	KJME
...	...	14:14	17:24	...	19:19	...	...	...					
...	...	14:15	17:25	...	19:20	...	...	...					SXD
...	10:01	14:19	17:29	...	19:24	20:07	...	...					
09:34	10:02	14:20	17:30	18:24	19:25	20:08	21:16	21:30				PTT	UKA
...	10:10	14:29	17:39	...	19:34	20:16	21:24	...					
09:40½	10:11	14:30	17:40	18:30½	19:35	20:17	21:25	21:36½				PTT	PAW
...	...	14:34	17:44	...	19:39	20:22	...	...					
09:43½	10:16	14:35	17:45	18:33½	19:40	20:23	21:30	21:39½				PTT	BMGA
...	...	14:41	17:51	...	19:46	20:30	...	...					
09:49	10:21½	14:42	17:52	18:39	19:47	20:31	21:35½	21:45					PCR
...	10:27	14:47	17:57	...	19:52	20:36	21:41	...					
09:52½	10:28	14:48	17:58	18:42½	19:53	20:37	21:42	21:50				PTT	DUJ
...	...	14:53	18:03	...	19:58	20:42	...	OP26					
09:56	10:33	14:54	18:04	18:46	19:59	20:43	21:47	22:20					CPL
...	...	14:58	18:08	...	20:03	20:47	...	...					
...	...	14:59	18:09	...	20:04	20:48	...	...				PTT	KOX
...	E3T28	...	...	...	...	20:38	E5T16	...					
10:05	11:15	15:06	18:16	...	20:11	20:55	22:17	...					
10:07	—	15:07	18:17	18:53	20:12	20:57	—	22:27				PTT	SURI
09:57	...	15:14	18:24	...	20:19	...	...	...					
...	...	15:15	18:25	18:58	20:20	21:04	...	22:32					KNRI
10:14	...	15:18	...	...	20:23	...	...	...					
...	...	15:19	...	...	20:24	...	...	...					MWZ
E5T48	...	E5T19	E5T18	E5T35	E5T17	E5T10	...	E5T5					
...	...	15:50	19:00	...	20:55	21:28	...	...					
11:14	...	—	—	19:45	—	21:30	...	22:47				PTT	SNT
5	3	5	5	5	5	5	5	5					
48	28	19	18	35	17	10	16	5					
0	0	0	0	0	0	0	0	26					

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

SAINTHIA JN. ANDAL JN. (Branch Line) 73.40 Kms. DN

TRACK - UDL - PAW -Twin S/L. PAW-SNT-D/L SIGNALLING - MACL RULING GRADIENT - 1/200 TRACTION - Electric, Speed- SNT-UDL-110 kmph

Dis tance from UDL (Kms)	Inter Stn. Dis tance	Station	Class of Stn. & Std. Inter Locking			13404	63532	13180	15662	12552	22612	13046
						BGP RNC Exp DAILY	SNT UDL MEMU DAILY	SURI SDAH MEMU Exp DAILY	KYQ RNC Exp WED	KYQ SMVB EXP TH	NJP MAS EXP SA	DGHR-HWH Mayurakshi EXP DAILY
Maximum cum Booked Speed						110	*	*	110	110	110	110
73.4	7.55	Sainthia Jn.	B-III		PTT	00:30 00:35 00:25	— 04:10		05:20 05:25 05:15	 05:25	 05:25	06:02 06:04 05:54
65.85	2.71	Mahishadahari (H)	D			.... ....	04:16 04:17		.... ....	.... ....	.... ....	.... ....
63.14	9	Kunuri	B-III			 00:42	04:21 04:22		 05:34	 05:34	 05:34	 06:14
54.14	8.86	Siuri	B-III		PTT	00:51 00:53 00:43	04:29 04:30	— 05:05	05:41 05:43 05:33	 05:43	 05:43	06:21 06:23 06:13
45.28	3.49	Kochujor (F)	D		PTT	.... ....	04:37 04:38	.... ....	.... ....	.... ....	.... ....	06:30 06:31 06:21
41.79	6.31	Chinpai	B-III		PTT	 01:02	04:42 04:43	... 05:14	 05:52	 05:52	 05:52	06:36 06:37 06:27
35.48	6.24	Dubrajpur	B-III		PTT	01:07 01:08 00:58	04:48 04:49	05:19 05:20	 05:55½	 05:55½	 05:55½	06:43 06:44 06:34
29.24	5.72	Panchra	B-III		PTT	 01:13	04:54 04:55	... 05:24	 05:59	 05:59	 05:59	06:50 06:51 06:41
23.52	3.18	Bhimgara Jn.	B-III		PTT	 01:19	05:02 05:03	... 05:30	 06:05	 06:05	 06:05	06:59 07:00 06:50
20.34	8.33	Pandabeswar	B-III		PTT	01:24 01:26 01:16	05:08 05:09	05:35 05:36	 06:08½	 06:08½	 06:08½	07:05 07:06 06:56
12.01	2.22	Ukhra	B-III		PTT	 01:34	05:19 05:20	 05:44	 06:15	 06:15	 06:15	07:17 07:18 07:08
9.79	4.48	Siduli (Flag)	D			.... ....	05:24 05:25	 E5	.... ....	.... ....	.... ....	.... ....
5.31	5.31	Kajoragram	B-III		PTT	 01:39	05:31 05:32	 05:54	 06:20	 06:20	 06:20	07:27 07:28 07:18
0		Andal Jn.	SPL-III		PTT	E5T9 02:00 02:20 02:10	E5T8 05:55 —	T6 06:09 06:10 06:00	E5T22 06:55 06:57 06:47	E5T22 06:55 06:57	E5T22 06:55 06:57	E5T8 07:50 07:52 07:42
T E R Time Provided.						5	5	5	5	5	5	5
Traffic Recovery Time Provided.						9	8	6	22	22	22	8
Operational Time Provided.						0	0	0	0	0	0	0

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

15630	15930	63530	63534	13418	15640	22322	13425	63536	63538						
SHTT	NTSK	RPH	SNT	MLDT	KYQ	SURI	MLDT	SNT	SNT						
TBM	TBM	UDL	UDL	DGHA	PUI	HWH	ST	UDL	UDL						
Exp	Exp	MEMU	MEMU	Exp	Exp	Exp	Exp	MEMU	MEMU						
SAT	TU	DAILY	DAILY	TH	MON	DAILY	SA	DAILY	DAILY						
110	110	*	*	110	110	110	110	*	*						
....	....	09:02	....	....	....	....	....	....	....						SNT
07:10	07:10	09:04	10:30	11:00	11:00		15:25	16:20	20:00						
....	....	....	10:36	....	....		....	16:26	20:06						MWZ
....	....	....	10:37	....	....		....	16:27	20:07						
....	....	09:13	10:41	....	....		....	16:31	20:11						KNRI
07:17	07:17	09:14	10:42	11:07	11:07		15:32	16:32	20:12						
07:24	07:24	09:20	10:48	11:14	11:14	....	15:39	16:38	20:18						SURI
07:26	07:26	09:21	10:49	11:16	11:16	13:40	15:41	16:39	20:19						
07:16	07:16			11:06	11:06		15:31							PTT	
....	....	09:28	10:56	....	....	....	....	16:46	20:26						KOX
....	....	09:29	10:57	....	....	....	....	16:47	20:27						
....	....	09:33	11:01	....	....	....	....	16:51	20:31						CPL
07:35	07:35	09:34	11:02	11:25	11:25	13:49	15:50	16:52	20:32						
....	....	09:39	11:07	....	....	13:55	....	16:57	20:37						DUJ
07:38½	07:38½	09:40	11:08	11:28½	11:28½	13:56	15:53½	16:58	20:38						
						13:51								PTT	
....	....	09:45	11:13	....	....	....	....	17:03	20:43						PCR
07:42	07:42	09:46	11:14	11:32	11:32	14:01	15:57	17:04	20:44						
....	....	09:53	11:21	....	....	....	....	17:11	20:51						BMGA
07:48	07:48	09:54	11:22	11:38	11:38	14:07	16:03	17:12	20:52						
....	....	09:59	11:27	....	....	14:11	....	17:17	20:57						PAW
07:51½	07:51½	10:00	11:28	11:42	11:42	14:12	16:06½	17:18	20:58						
						14:04								PTT	
....	....	10:10	11:38	....	....	14:19	....	17:28	21:08						UKA
07:58	07:58	10:11	11:39	11:50	11:50	14:20	16:13	17:29	21:09						
						14:10								PTT	
....	....	10:15	11:42	....	....	....	....	17:33	21:13						SXD
....	....	10:16	11:43	....	....	....	....	17:34	21:14						
....	....	10:22	11:48	OP24	OP24	....	....	17:39	21:19						KJME
08:03	08:03	10:23	11:49	12:19	12:19	14:28	16:18	17:40	21:20						
T9	T9	E5T16	E5T16	E5T21	E5T21	E3	E5T20	E5T15	E5T15						UDL
08:20	08:20	10:55	12:20	12:53	12:53	14:41	16:51	18:10	21:50						
08:21	08:21	....	....	12:55	12:55	14:42	16:53	....	....						
08:11	08:11			12:45		14:32								PTT	
0	0	5	5	5	5	3	5	5	5						
9	9	16	8	21	21	0	20	15	15						
0	0	0	0	24	24	0	0	0	0						

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

Track - single Signalling - MACL Rolling Gradient 1/200, System of working : Absolute Block, Sectional Speed-110 kmph

Dis- tance from JSMC (Kms)	Inter Stn. & Dis- tance (Kms)	STATIONS	Class of Stn.&St d.of Inter Locking	Max. cum booked speed in Kmph																										Station Code																																																																																																																																																																																																																																																																																																																																																																																																																																																									
				JASIDIH PTI	DEOGHAR PTI	MOHANPUR PTI	SIRSA NUNTHAR(H) PTI	GHORMARA PTI	DHANPATDIH PTI	CHANDANPAHAR(F) PTI	BASUKINATH PTI	JAMA (F) PTI	NEW MADANPUR (F) PTI	DUMKA PTI	TER Time	Traffic Recovery Time	Operational Time																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
0.00	6.44		B-III	05:25 05:45 05:35	05:58 06:00 T22	06:29 06:30 —	06:52 06:54 05:44	06:59 06:00½	07:08 06:09 03:28	07:29 07:30 03:28	07:59 07:00 07:00	08:29 08:30 08:30	08:59 08:00 08:00	09:29 09:30 09:30	09:59 09:00 09:00	10:29 10:30 10:30	10:59 10:00 10:00	11:29 11:30 11:30	11:59 12:00 12:00	12:29 12:30 12:30	12:59 13:00 13:00	13:29 13:30 13:30	13:59 14:00 14:00	14:29 14:30 14:30	14:59 15:00 15:00	15:29 15:30 15:30	15:59 16:00 16:00	16:29 16:30 16:30	16:59 17:00 17:00	17:29 17:30 17:30	17:59 18:00 18:00	18:29 18:30 18:30	18:59 19:00 19:00	19:29 19:30 19:30	19:59 20:00 20:00	20:29 20:30 20:30	20:59 21:00 21:00	21:29 21:30 21:30	21:59 22:00 22:00	22:29 22:30 22:30	22:59 23:00 23:00	23:29 23:30 23:30	23:59 24:00 24:00	24:29 24:30 24:30	24:59 25:00 25:00	25:29 25:30 25:30	25:59 26:00 26:00	26:29 26:30 26:30	26:59 27:00 27:00	27:29 27:30 27:30	27:59 28:00 28:00	28:29 28:30 28:30	28:59 29:00 29:00	29:29 29:30 29:30	29:59 30:00 30:00	30:29 30:30 30:30	30:59 31:00 31:00	31:29 31:30 31:30	31:59 32:00 32:00	32:29 32:30 32:30	32:59 33:00 33:00	33:29 33:30 33:30	33:59 34:00 34:00	34:29 34:30 34:30	34:59 35:00 35:00	35:29 35:30 35:30	35:59 36:00 36:00	36:29 36:30 36:30	36:59 37:00 37:00	37:29 37:30 37:30	37:59 38:00 38:00	38:29 38:30 38:30	38:59 39:00 39:00	39:29 39:30 39:30	39:59 40:00 40:00	40:29 40:30 40:30	40:59 41:00 41:00	41:29 41:30 41:30	41:59 42:00 42:00	42:29 42:30 42:30	42:59 43:00 43:00	43:29 43:30 43:30	43:59 44:00 44:00	44:29 44:30 44:30	44:59 45:00 45:00	45:29 45:30 45:30	45:59 46:00 46:00	46:29 46:30 46:30	46:59 47:00 47:00	47:29 47:30 47:30	47:59 48:00 48:00	48:29 48:30 48:30	48:59 49:00 49:00	49:29 49:30 49:30	49:59 50:00 50:00	50:29 50:30 50:30	50:59 51:00 51:00	51:29 51:30 51:30	51:59 52:00 52:00	52:29 52:30 52:30	52:59 53:00 53:00	53:29 53:30 53:30	53:59 54:00 54:00	54:29 54:30 54:30	54:59 55:00 55:00	55:29 55:30 55:30	55:59 56:00 56:00	56:29 56:30 56:30	56:59 57:00 57:00	57:29 57:30 57:30	57:59 58:00 58:00	58:29 58:30 58:30	58:59 59:00 59:00	59:29 59:30 59:30	59:59 60:00 60:00	60:29 60:30 60:30	60:59 61:00 61:00	61:29 61:30 61:30	61:59 62:00 62:00	62:29 62:30 62:30	62:59 63:00 63:00	63:29 63:30 63:30	63:59 64:00 64:00	64:29 64:30 64:30	64:59 65:00 65:00	65:29 65:30 65:30	65:59 66:00 66:00	66:29 66:30 66:30	66:59 67:00 67:00	67:29 67:30 67:30	67:59 68:00 68:00	68:29 68:30 68:30	68:59 69:00 69:00	69:29 69:30 69:30	69:59 70:00 70:00	70:29 70:30 70:30	70:59 71:00 71:00	71:29 71:30 71:30	71:59 72:00 72:00	72:29 72:30 72:30	72:59 73:00 73:00	73:29 73:30 73:30	73:59 74:00 74:00	74:29 74:30 74:30	74:59 75:00 75:00	75:29 75:30 75:30	75:59 76:00 76:00	76:29 76:30 76:30	76:59 77:00 77:00	77:29 77:30 77:30	77:59 78:00 78:00	78:29 78:30 78:30	78:59 79:00 79:00	79:29 79:30 79:30	79:59 80:00 80:00	80:29 80:30 80:30	80:59 81:00 81:00	81:29 81:30 81:30	81:59 82:00 82:00	82:29 82:30 82:30	82:59 83:00 83:00	83:29 83:30 83:30	83:59 84:00 84:00	84:29 84:30 84:30	84:59 85:00 85:00	85:29 85:30 85:30	85:59 86:00 86:00	86:29 86:30 86:30	86:59 87:00 87:00	87:29 87:30 87:30	87:59 88:00 88:00	88:29 88:30 88:30	88:59 89:00 89:00	89:29 89:30 89:30	89:59 90:00 90:00	90:29 90:30 90:30	90:59 91:00 91:00	91:29 91:30 91:30	91:59 92:00 92:00	92:29 92:30 92:30	92:59 93:00 93:00	93:29 93:30 93:30	93:59 94:00 94:00	94:29 94:30 94:30	94:59 95:00 95:00	95:29 95:30 95:30	95:59 96:00 96:00	96:29 96:30 96:30	96:59 97:00 97:00	97:29 97:30 97:30	97:59 98:00 98:00	98:29 98:30 98:30	98:59 99:00 99:00	99:29 99:30 99:30	99:59 100:00 100:00	100:29 100:30 100:30	100:59 101:00 101:00	101:29 101:30 101:30	101:59 102:00 102:00	102:29 102:30 102:30	102:59 103:00 103:00	103:29 103:30 103:30	103:59 104:00 104:00	104:29 104:30 104:30	104:59 105:00 105:00	105:29 105:30 105:30	105:59 106:00 106:00	106:29 106:30 106:30	106:59 107:00 107:00	107:29 107:30 107:30	107:59 108:00 108:00	108:29 108:30 108:30	108:59 109:00 109:00	109:29 109:30 109:30	109:59 110:00 110:00	110:29 110:30 110:30	110:59 111:00 111:00	111:29 111:30 111:30	111:59 112:00 112:00	112:29 112:30 112:30	112:59 113:00 113:00	113:29 113:30 113:30	113:59 114:00 114:00	114:29 114:30 114:30	114:59 115:00 115:00	115:29 115:30 115:30	115:59 116:00 116:00	116:29 116:30 116:30	116:59 117:00 117:00	117:29 117:30 117:30	117:59 118:00 118:00	118:29 118:30 118:30	118:59 119:00 119:00	119:29 119:30 119:30	119:59 120:00 120:00	120:29 120:30 120:30	120:59 121:00 121:00	121:29 121:30 121:30	121:59 122:00 122:00	122:29 122:30 122:30	122:59 123:00 123:00	123:29 123:30 123:30	123:59 124:00 124:00	124:29 124:30 124:30	124:59 125:00 125:00	125:29 125:30 125:30	125:59 126:00 126:00	126:29 126:30 126:30	126:59 127:00 127:00	127:29 127:30 127:30	127:59 128:00 128:00	128:29 128:30 128:30	128:59 129:00 129:00	129:29 129:30 129:30	129:59 130:00 130:00	130:29 130:30 130:30	130:59 131:00 131:00	131:29 131:30 131:30	131:59 132:00 132:00	132:29 132:30 132:30	132:59 133:00 133:00	133:29 133:30 133:30	133:59 134:00 134:00	134:29 134:30 134:30	134:59 135:00 135:00	135:29 135:30 135:30	135:59 136:00 136:00	136:29 136:30 136:30	136:59 137:00 137:00	137:29 137:30 137:30	137:59 138:00 138:00	138:29 138:30 138:30	138:59 139:00 139:00	139:29 139:30 139:30	139:59 140:00 140:00	140:29 140:30 140:30	140:59 141:00 141:00	141:29 141:30 141:30	141:59 142:00 142:00	142:29 142:30 142:30	142:59 143:00 143:00	143:29 143:30 143:30	143:59 144:00 144:00	144:29 144:30 144:30	144:59 145:00 145:00	145:29 145:30 145:30	145:59 146:00 146:00	146:29 146:30 146:30	146:59 147:00 147:00	147:29 147:30 147:30	147:59 148:00 148:00	148:29 148:30 148:30	148:59 149:00 149:00	149:29 149:30 149:30	149:59 150:00 150:00	150:29 150:30 150:30	150:59 151:00 151:00	151:29 151:30 151:30	151:59 152:00 152:00	152:29 152:30 152:30	152:59 153:00 153:00	153:29 153:30 153:30	153:59 154:00 154:00	154:29 154:30 154:30	154:59 155:00 155:00	155:29 155:30 155:30	155:59 156:00 156:00	156:29 156:30 156:30	156:59 157:00 157:00	157:29 157:30 157:30	157:59 158:00 158:00	158:29 158:30 158:30	158:59 159:00 159:00	159:29 159:30 159:30	159:59 160:00 160:00	160:29 160:30 160:30	160:59 161:00 161:00	161:29 161:30 161:30	161:59 162:00 162:00	162:29 162:30 162:30	162:59 163:00 163:00	163:29 163:30 163:30	163:59 164:00 164:00	164:29 164:30 164:30	164:59 165:00 165:00	165:29 165:30 165:30	165:59 166:00 166:00	166:29 166:30 166:30	166:59 167:00 167:00	167:29 167:30 167:30	167:59 168:00 168:00	168:29 168:30 168:30	168:59 169:00 169:00	169:29 169:30 169:30	169:59 170:00 170:00	170:29 170:30 170:30	170:59 171:00 171:00	171:29 171:30 171:30	171:59 172:00 172:00	172:29 172:30 172:30	172:59 173:00 173:00	173:29 173:30 173:30	173:59 174:00 174:00	174:29 174:30 174:30	174:59 175:00 175:00	175:29 175:30 175:30	175:59 176:00 176:00	176:29 176:30 176:30	176:59 177:00 177:00	177:29 177:30 177:30	177:59 178:00 178:00	178:29 178:30 178:30	178:59 179:00 179:00	179:29 179:30 179:30	179:59 180:00 180:00	180:29 180:30 180:30	180:59 181:00 181:00	181:29 181:30 181:30	181:59 182:00 182:00	182:29 182:30 182:30	182:59 183:00 183:00	183:29 183:30 183:30	183:59 184:00 184:00	184:29 184:30 184:30	184:59 185:00 185:00	185:29 185:30 185:30	185:59 186:00 186:00	186:29 186:30 186:30	186:59 187:00 187:00	187:29 187:30 187:30	187:59 188:00 188:00	188:29 188:30 188:30	188:59 189:00 189:00	189:29 189:30 189:30	189:59 190:00 190:00	190:29 190:30 190:30	190:59 191:00 191:00	191:29 191:30 191:30	191:59 192:00 192:00	192:29 192:30 192:30	192:59 193:00 193:00	193:29 193:30 193:30	193:59 194:00 194:00	194:29 194:30 194:30	194:59 195:00 195:00	195:29 195:30 195:30	195:59 196:00 196:00	196:29 196:30 196:30	196:59 197:00 197:00	197:29 197:30 197:30	197:59 198:00 198:00	198:29 198:30 198:30	198:59 199:00 199:00	199:29 199:30 199:30	199:59 200:00 200:00	200:29 200:30 200:30	200:59 201:00 201:00	201:29 201:30 201:30	201:59 202:00 202:00	202:29 202:30 202:30	202:59 203:00 203:00	203:29 203:30 203:30	203:59 204:00 204:00	204:29 204:30 204:30	204:59 205:00 205:00	205:29 205:30 205:30	205:59 206:00 206:00	206:29 206:30 206:30	206:59 207:00 207:00	207:29 207:30 207:30	207:59 208:00 208:00	208:29 208:30 208:30	208:59 209:00 209:00	209:29 209:30 209:30	209:59 210:00 210:00	210:29 210:30 210:30	210:59 211:00 211:00	211:29 211:30 211:30	211:59 212:00 212:00	212:29 212:30 212:30	212:59 213:00 213:00	213:29 213:30 213:30	213:59 214:00 214:00	214:29 214:30 214:30	214:59 215:00 215:00	215:29 215:30 215:30	215:59 216:00 216:00	216:29 216:30 216:30	216:59 217:00 217:00	217:29 217:30 217:30	217:59 218:00 218:00	218:29 218:30 218:30	218:59 219:00 219:00	219:29 219:30 219:30	219:59 220:00 220:00	220:29 220:30 220:30	220:59 221:00 221:00	221:29 221:30 221:30	221:59 222:00 222:00	222:29 222:30 222:30	222:59 223:00 223:00	223:29 223:30 223:30	223:59 224:00 224:00	224:29 224:30 224:30	224:59 225:00 225:00	225:29 225:30 225:30	225:59 226:00 226:00	226:29 226:30 226:30	226:59 227:00 227:00	227:29 227:30 227:30	227:59 228:00 228:00	228:29 228:30 228:30	228:59 229:00 229:00	229:29 229:30 229:30	229:59 230:00 230:00	230:29 230:30 230:30	230:59 231:00 231:00	231:29 231:30 231:30	231:59 232:00 232:00	232:29 232:30 232:30	232:59 233:00 233:00	233:29 233:30 233:30	233:59 234:00 234:00	234:29 234:30 234:30	234:59 235:00 235:00	235:29 235:30 235:30	235:59 236:00 236:00	236:29 236:30 236:30	236:59 237:00 237:00	237:29 237:30 237:30	237:59 238:00

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

UP

DUMKA-GHORMARA-JASIDIH

71.55 Kms.

Track - Single Signalling - MACL Rolling Gradient- 1/200, System of working - Absolute Block, Sectional Speed- 110 kmph

Dis- tance from DUMK(Kms)	Inter Stn. & Dis- tance (Kms)	S T A T I O N S	Class of Stn.&St d.of Inter Locking	Max. cum booked speed																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
0.00	4.20	DUMKA	B-III	110	110	100	110	*	100	100	110	110	110	100	100	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	1

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs

UP DEOGHAR-CHANDAN-BANKA -61.20 Kms. (from JSME) DOWN

Track - Single Signalling - MACL Rulling Gradient 1/150, System of working : Absolute Block, Sectional Speed- 110 kmph

63547 JSME- BAKA MEMU, Pgr. expt. SA	53441 DGHR- JMPPgr. SUE	15625 DGHR- AGTL EXP. MON.	Distance from DGHR (Kms)	Inter Stn. & Dis- tance (Kms)	STATIONS	Class of Stn.&St. d.of Inter Locking	15626 AGTL- DGHR- EXP. MON.	53442 JMP- DGHR,Pg r. SUE	63548 BAKA JSME MEMU Pgr. expt SA	Stn Code
*	110	110			Max. cum booked speed		110	110	*	
10:33 10:34	— 15:45	— 19:55	0.00		DEOGHAR	B-III	— 05:40 E3T28	— 10:10 E3T15	14:02 13:58 E3T26	DGHR
10:40 10:41	15:51 15:52	...	6.50	6.50	NEW NAWADIH (H)	D	...	09:46 09:45	13:23 13:22	NNWH
10:48 10:49	15:59 16:00	...	14.15	7.65	CHANDAN	B-III	04:59 ...	09:38 09:37	13:15 13:14	CNDN
10:55 10:56	16:06 16:07	...	21.35	7.20	BHALUA (H)	D	...	09:31 09:30	13:08 13:07	BHAU
11:03 11:04	16:14 16:15	20:12 20:14	29.75	8.40	KATORIYA	PTT B-III	04:38 04:48 04:46	09:23 09:22	13:00 12:59	KTOR
11:12 11:13	16:23 16:24	...	40.00	10.25	KARJHAUSA	B-III	04:38 ...	09:14 09:13	12:51 12:50	KARJ
11:21 11:22	16:32 16:33	...	49.62	9.62	KAKBARA (H)	D	...	09:05 09:04	12:42 12:41	KKBA
E3T34 12:05 —	E3T33 17:15 17:20	E3T35 21:10 21:12 21:02	54.76	5.14	BANKA	PTT B-III	04:17 04:27 04:25	08:58 08:43	12:35 —	BAKA
3	3	3			TER Time		3	3	3	
34	33	35			Traffic Recovery Time		28	15	26	
0	0	0			Operational Time		0	0	0	

* Maximum Speed of MEMU will be as per speed indicated in respective Cab subject to Sectional Speed/PSRs/ TSRs.

UP DEOGHAR- MOHANPUR-HARLATANR-HANSDIHA -48.19 Kms. DOWN

Track - Single Signalling - MACL Rulling Gradient 1/150, System of working : Absolute Block, Sectional Speed- 110 kmph

19604 GODA DOZ WKLY EXP	15926 DBRG DGHR EXP	14049 GODA DLI WKLY EXP	53443 GODA DGHR PGR	Distance from DGHR (kms)	Inter Stn Distance (Kms)	STATIONS	Class of Stn.&Std. of Inter Locking	53444 DGHR GODA PGR	14050 DLI GODA WKLY EXP	15925 DGHR DBRG EXP	19603 DOZ- GODA WKLY EXP	Station Code
TU	TH	WED	SUE					SUE	TU	TH	MON	
110	110	110	110			Max. cum booked speed		110	110	110	110	
06:28 06:33 06:28	— 05:40 E3T2	11:21 11:31 11:28	— 15:00 E3T26	PTT 0	10.08	DEOGHAR	B-III	— 10:40	13:08 13:10	— 19:55	19:40 19:45	DGHR
E3T2 06:04 06:14 06:12 T3	T38 04:45 04:55 04:53 E3T3	E3T2 11:16 ...	E3T26 14:22 14:21	PTT 10.08	6	Mohanpur Jn.	PTT B-III PTT	10:48 10:49	...	20:04 20:06 20:04	19:53 19:55 19:45	MHUR
...	...	...	14:15 14:14	16.08	9.98	Kharaiadih	D	10:55 10:56	...	...	...	KHAA
05:57 ...	04:35½ ...	11:06 ...	14:06 14:05	26.06 PTT	8.18	Harlatanr	B-III	11:04½ 11:08½	T35 14:03 14:08	...	20:17 20:06	HRLT
...	...	11:00 10:58	13:58 13:57	34.24 PTT	13.95	Kakani	D	11:15 11:16	14:14 14:16	...	...	KAKI
05:32 05:42 05:40	04:10 04:20 04:18	10:39 10:49 10:47	13:47 13:45	PTT 48.19		Hansdiha	PTT B-III PTT	E3T9 11:38 11:40	E3T6 14:35 14:45	E3T20 20:55 20:57	E6T22 20:48 20:50 20:40	HSDA
3	3	3	3			TER Time		3	3	3		
5	41	2	26			Traffic Recovery Time		9	41	20		
0	0	0	0			Operational Time		0	0	0		

DN ↓

ANDAL-BARABANI-SITARAMPUR - 40.10 Kms

↑ UP

81

Track - UDL-BBI- Twin Single Line, BBI-STN- Single Line Signalling -MACL Rulling Gradient- 1/80 Sectional Speed-UDL-BBI-STN-65 kmph

63546						DISTAN CE FROM UDL (KMS)	INTER STN DISTAN CE (KMS)	STATIONS	CLASS OF STN STD OF INTERLOCKIN G	TYPE OF PLATFO RM		63545			
JSME-UDL MEMU PGR												UDL- JSME MEMU PGR			
SAE												SAE			
65						MAXIMUM CUM BOOKED SPEED						65			
16:20						40.10	7.92	SITARAMPUR JN	SPL RRI	HL		08:05			
16:22												08:03			
16:37						32.18	5.29	CHINCHURIA	D	RL		E4T4 07:40			
16:38												07:39			
16:51						26.89	6.98	BARABANI	B-III	HL		07:25			
16:52												07:24			
17:05						19.91	4.81	JAMURIA HALT	D	RL		07:10			
17:06												07:09			
17:18						15.10	3.96	IKRA HALT	D	RL		06:57			
17:19												06:56			
17:30						11.14	3.74	TOPSI	B-III	HL		06:45			
17:31												06:44			
17:40						07.40	7.40	SONACHARA	B-III	HL		06:34			
17:41												06:33			
E4T48 18:40						00.00		ANDAL JN	SPL III	HL		06:20			
4								TER				4			
48								TRT				4			

UP

SOUTH EASTERN RAILWAY TRAINS ORIGINATES AT ASANSOL

TRAIN NO	63598	68062	13506	22330	68064	63592	68055	13512	63594	68066	68046	68060	18028	68068	68070
TYPE	MEMU	MEMU	EXP SUN	EXP SUE	MEMU	MEMU SUE*	MEMU	EXP TU, F, SU	MEMU	MEMU	MEMU	MEMU	MEMU EXP	MEMU	MEMU
D	04:40	05:00	05:40	05:40	06:40	07:00	08:25	09:00	10:55	09:45	12:05	15:05	17:05	20:23	22:35
ASANSOL	TO RNC	TO ADRA	TO DGHA	TO HALDIA	TO ADRA	TO BKSC	TO TATA	TO TATA	TO PRR	TO ADRA	TO ADRA	TO BBM	TO KGP	TO ADRA	TO ADRA

DN

SOUTH EASTERN RAILWAY TRAINS TERMINATES AT ASANSOL

TRAIN NO	68061	68063	68065	68067	18027	68056	68045	13511	63593	63597	63591	68069	22329	68059	13505
TYPE	MEMU	MEMU	MEMU	MEMU	MEMU EXP	MEMU	MEMU	EXP TU, F, SU	MEMU	MEMU	MEMU SUE*	MEMU	EXP SUE	MEMU	EXP SUN
A	04:35	06:10	08:05	09:35	11:35	13:30	15:56	17:55	16:55	19:15	19:30	19:50	20:20	22:00	22:30
ASANSOL	FROM ADRA	FROM ADRA	FROM ADRA	FROM ADRA	FROM KGP	FROM TATA	FROM ADRA	FROM TATA	FROM PRR	FROM RNC	FROM BKSC	FROM ADRA	FROM HALDIA	FROM BBM	FROM DGHA

* Restoration to be notified later.

Detail Trains over ADRA-ASN section at Asansol Point(DN)

SI No	Train No	Train Name	Days of run (At Asansol)		WTT Timings at Asansol	PTT
1	13287	DURG ARA SOUTH VIHAR EXP	DAILY	A/D	00:05/ 00:25	00:15
2	18181	TATA THE EXP	TU, W, F, SA	A/D	01:35/ 01:55	01:45
3	28181	TATA-KIR EXP	M, TH, SU	A/D	01:35/ 01:55	01:45
4	18419	PURI JYG KLY EXP	F	A/D	02:00/ 02:20	02:10
5	18449	PURI PNBE BAIDYANATHDHAM EXP	TU, W, F, SA	A/D	02:00/ 02:20	02:10
6	15639	PURI KYQ EXP	W	A/D	02:00/ 02:10	02:00
7	15629	TBM SHTT EXP	W	A/D	03:15/ 03:25	03:15
8	15929	TBM NTSK EXP	SA	A/D	03:15/ 03:25	03:15
9	68061	ADRA ASN MEMU PGR	DAILY	A	04:35	
10	68063	ADRA ASN MEMU PGR	DAILY	A	06:10	
11	22843	BSP PNBE SF EXP	SA	A/D	07:40/ 08:00	07:50
12	13417	DGHA MLDT WKLY EXP	F	A/D	07:40/ 07:50	07:40
13	68065	ADRA ASN MEMU PGR	DAILY	A	08:05	
14	63520	BKSC BWN MEMU PGR	DAILY	A	08:58/ 09:03	
15	68067	ADRA ASN MEMU PGR	DAILY	A	09:35	
16	18027	KGP ASN MEMU EXP	DAILY	A	11:35	
17	18183	TATA BXR EXP	DAILY	A/D	12:00/ 12:20	12:10
18	22643	ERS PNBE BI-WKLY EXP	W,TH	A/D	13:00/ 13:20	13:10
19	68056	TATA ASN MEMU PGR	DAILY	A	13:30	
20	68045	ADRA ASN MEMU PGR	DAILY	A	15:56	
21	22611	MAS NJP SF EXP	TH	A/D	16:25/ 16:35	16:25
22	63593	PRR ASN MEMU PGR	DAILY	A	16:55	
23	13511	TATA ASN TRIWKLY EXP	TU,F,SU	A	17:55	
24	63597	RNC ASN MEMU PGR	DAILY	A	19:15	
25	63591*	BKSC ASN MEMU PGR	SUE	A	19:30	
26	12551	SMVB KYQ SF EXP	SU	A/D	19:30/ 19:40	19:30
27	68069	ADRA ASN MEMU PGR	DAILY	A	19:50	
28	12375	TBM JSME SF EXP	SU	A/D	20:15/ 20:35	20:25
29	22329	HLZ ASN SF EXP	SUE	A	20:20	
30	68059	BBM ASN MEMU PGR	DAILY	A	22:00	
31	13505	DGHA ASN WKLY EXP	SU	A	22:30	

* Restoration to be notified later.

Detail Trains over ASN-ADRA section at Asansol Point(UP)

SI No	Train No	Train Name	Days of run (At Asansol)		WTT Timings at Asansol	PTT
1	18182	THE-TATA EXP	TH, F, SU, M	A/D	01:30/02:05	01:55
2	28182	KIR-TATA EXP	TU, W, SA	A/D	01:30/02:05	01:55
3	13288	ARA-DURG SOUTH BIHAR EXP	DAILY	A/D	03:25/ 03:50	03:40
4	63598	ASN-RNC MEMU PGR	DAILY	D	04:40	
5	68062	ASN-ADRA MEMU PGR	DAILY	D	05:00	
6	22330	ASN-HLZ SF EXP	SUE	D	05:40	
7	13506	ASN-DGHA EXP	SU	D	05:40	
8	22844	PNBE-BSP SF EXP	SU	A/D	05:55/ 06:15	06:05
9	68064	ASN-ADRA MEMU PGR	DAILY	D	06:40	
10	63592*	ASN-BKSC MEMU PGR	DAILY	D	07:00	
11	68055	ASN-TATA MEMU PGR	DAILY	D	08:25	
12	13512	ASN-TATA TRI WKLY EXP	TU, F, SU	D	09:00	
13	12552	KYQ-SMVB SF EXP	TH	A/D	08:35/ 09:00	08:50
14	22612	NJP-MAS EXP	SA	A/D	08:35/ 09:00	08:50
15	68066	ASN-ADRA MEMU PGR	DAILY	D	09:45	
16	15630	NAGAON EXP	SA	A/D	10:20/ 10:35	10:25
17	15930	NTSK-TBM EXP	TU	A/D	10:20/ 10:35	10:25
18	63594	ASN-PRR MEMU PGR	DAILY	D	10:55	
19	68046	ASN-ADRA MEMU PGR	DAILY	D	12:05	
20	18184	BXR-TATA EXP	DAILY	A/D	13:20/ 13:45	13:35
21	68060	ASN-BBM MEMU PGR	DAILY	D	15:05	
22	18420	JYG-PURI WKLY EXP	SA	A/D	15:05/ 15:30	15:20
23	18450	PNBE PURI BAIDYANATHDHAM EXP	W	A/D	15:05/ 15:30	15:20
24	15640	KYQ-PURI EXP	M	A/D	14:55/ 15:30	15:20
25	13418	MLDT-DGHA WKLY EXP	TH	A/D	14:55/ 15:30	15:20
26	12376	JSME-TBM WKLY EXP	W	A/D	15:35/16:00	15:50
27	18028	ASN-KGP MEMU EXP	DAILY	D	17:05	
28	63519	BWN-BKSC MEMU PGR	DAILY	D	18:20/18:25	
29	68068	ASN-ADRA MEMU PGR	DAILY	D	20:23	
30	22644	PNBE-ERS BI-WKLY EXP	TH, F	A/D	20:05/ 20:45	20:35
31	68070	ASN-ADRA MEMU PGR	DAILY	D	22:35	

* Restoration to be notified later.

MAXIMUM PERMISSIBLE SPEED OF DIFFERENT GROUP / CLASS OF LOCOMOTIVE OVER DIFFERENT SECTIONS.

Note : These must be read with permanent Speed Restrictions.

S E C T I O N	Serial No.	Line	Pgr. Train	Goods Train	Rulling Gradient	Maximum Permissible Axle Load (Tonnes.)	Maximum Permissible Sectional Speed (Kmph.)
Khana - Durgapur.	1	Up Line 1	Permitted	Permitted	1/500	21.93	130
	2	Up Line 2	„	„	1/500	21.93	110
	3	Dn Line 1	„	„	1/500	21.93	130
	4	Dn Line 2	„	„	1/500	21.93	110
Durgapur - Asansol.	5	Up Line 1	„	„	1/200	21.93	130
	6	Up Line 2	„	„	1/200	21.93	110
	7	Dn Line 1	„	„	1/200	21.93	130
	8	Dn Line 2	„	„	1/200	21.93	110
Asansol - Sitarampur.	9	Up Line 1	„	„	1/200	21.93	130
	10	Up Line 2	„	„	1/200	21.93	110
	11	Dn Line 1	„	„	1/200	21.93	130
	12	Dn Line 2	„	„	1/200	21.93	110
Sitarampur - Salanpur.	13	Up M/L	„	„	1/172	21.93	110
	14	Dn M/L	„	„	1/172	21.93	110
Salanpur - Jhajha.	15	Up M/L	„	„	1/160	21.93	130
	16	Dn M/L	„	„	1/100	21.93	130
Sitarampur - Pradhankhunta.	17	Up GC	„	„	1/200	21.93	130
	18	Dn GC	„	„	1/141	21.93	130
Barakar - Kulti Link Cabin.	19	Dn. Line2	„	„	1/400	21.93	60
Kulti Link Cabin.-Sitarampur	19A	Dn. Line2	„	„	1/400	21.93	30
Direct Link between Grand Chord - & Main Line avoiding Sitarampur.	20	Single	„	„	1/500	G.20.3	30
Barachak - Hirapur Exchange Yard.	21	Single	NP	„	1/80	21.83	25
Damodar - Kalipahari	22	Single	NP	„		21.83	15
Jasidih - Baidyanath dham.	23	Single	Permitted	NP	1/62.5	G.19.0	50
Jasidih - Ghormara-Dumka.	24	Single	Permitted	Permitted	1/200	...	110
Deoghar-Chandan-Banka	25	Single	Permitted	Permitted	1/200	...	110
Andal - Pandabeshwar	26	East	„	„	1/200	21.93	110
	27	West	„	„	1/200	21.93	110

G. Box / BCX- Mark II Wagons (Axle load 20.32 t) are permitted.

MAXIMUM PERMISSIBLE SPEED OF DIFFERENT GROUP / CLASS OF LOCOMOTIVE OVER DIFFERENT SECTIONS.

Note : These must be read with permanent Speed Restrictions.

Maximum Permissible Speed in Kmph. for groups/classes of Locos.																										
Diesel Locos.										Electric Locos.																
WDM 2A	WDM 2/3A (High Speed)	WDM 3D	WDP - 4	WDP - 4D Twin cab	WDS - 6 (R)	HP DMU	DEMU	WDG 2/3A	WDG - 4	WAP 4&7 MU#	WAG - 5 (TAO)	WAG - 5 (HIT)	WAG-7	WAG-12B	WAG-9MU**	WAG-9	WAP-1	WAP-5 (ABB)	WAP-5MU#	WAP-4	WAG-9H & MU WAG-9HH•	WAP-7 HS	WAG-11	WAM-4	MEMU	Serial No.
100	110	120	130	110	55K			100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	1		
100	110	110	110	110	50			100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	2		
100	110	120	130	110	55K			100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	3		
100	110	110	110	110	50			100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	4		
100	110	120	130	110	55K	100		100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	5		
100	110	110	110	110	50	100		100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	6		
100	110	120	130	110	50	100		100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	7		
100	110	110	110	110	50	100		100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	8		
100	110	120	130	110	55K	100		100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	9		
100	110	110	110	110	50	100		100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	10		
100	110	120	130	110	50K	100		100	105	105	105	80	100	100	100	130	130	130	90	130	95	110	100	11		
100	110	100	110	110	50	100		100	105	105	105	80	100	100	100	110	110	110	90	110	95	110	100	12		
100	110	105	110	110	55K	100	100	100	105	105	105	80	100	100	100	110	110	110	90	110	95	110†	100	13		
100	110	105	110	110	55K	100	100	100	105	105	105	80	100	100	100	110	110	110	90	110	95	110†	100	14		
100	100	100	100	100	55K		100	75	100	100	100	75	100	100	100	100	100	100	90	100	95	100	100	15		
100	100	100	100	100	55K		100	75	100	100	100	75	100	100	100	100	100	100	90	100	95	100	100	16		
100	110	120	130	110	55K		100	100	105	105	105	80	100	100	100	130	130	130	90	130	95	110†	100	17		
100	110	120	130	110	55K		100	100	105	105	105	80	100	100	100	130	130	130	90	130	95	110†	100	18		
25					20			30	30	30	25	25			30				30	30	30	25*		19		
30		15			...			15	15	30	30	30			30	30	30	30	30	30	30	..		20		
25*		10			...			10	15						10						10		25*		21	
..									15						50						8		NP		22	
50		50	50		...		50	50	50		50	50	50	50	50	50	50	50	50	50		50	50	23		
	90		90		65	90		90	90												...			24		
	90		90		65	90		90	90												...			25		
65		65	65		50	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	26		
65*		65	65		50	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	27		

NP - Not permitted. * For Goods train only. (K)65 Kmph for goods train only. † WAM-4 bet. STN-GHN 20 Max Ld. (V.B.) coaches permissible (as per Jsc No. 18/2004). • 9000HP. **Double headed # For freight Operation.

MAXIMUM PERMISSIBLE SPEED OF DIFFERENT GROUP / CLASS OF LOCOMOTIVE OVER DIFFERENT SECTIONS.

Note : These must be read with permanent Speed Restrictions.

SECTION	Serial No.	Line	Pgr. Train	Goods Train	Rulling Gradient	Maximum Permissible Axle Load (Tonnes.)	Maximum Permissible Sectional Speed (Kmph.)
Pandabeshwar							
Pandabeshwar - Sainthia	29	Double	Permitted	Permitted	1/200	21.93	110
Andal - Tpsi	30	East	„	„	1/293	G 19.0	65
	31	West	„	„	1/89	G 19.0	65
Tpsi - Ikra-Barabani	32	Single	„	„	1/80	G 19.0	65
Tpsi - Barabani (Chord Line)	33	Single	„	„	1/80	G 19.0	65
Barabani - Sitarampur	34	Single	„	„	1/85.7	G 19.0	65
Chara Branch	35	Old	NP	„		G 19.0	25
Kastha Branch(Bhimgara - Palasthali)	36	Single	#	„	1/100	G.19.0	30
Baktarnagar Link- Andal Jn. Cabin.	37	Single	NP	„		21.83	25
Baktarnagar B.H. -Exchange Yard (DSEY)	38	Double	„	„		21.83	30
Andal Central Fly Over Line	39	Single	„	„	1/60	21.83	15
Madhupur - Giridh	40	Single	Permitted	„	1/80	21.93	90
Serampore Colliery Siding	41	Single	NP	„		16.6	15
Giridh Colliery Siding	42	Single	„	„		16.9	15
New Link between Dn. Slow Line & SBG loop Line avoiding Khana Jn. (GLI - JTL)	43	Single	„	„		20.3	30

G. Box / BCX- Mark II Wagons (Axle load 20.32 t) are permitted.

Runing of passenger Train has been discontinued since September 2002.

MAXIMUM PERMISSIBLE SPEED OF DIFFERENT GROUP / CLASS OF LOCOMOTIVE OVER DIFFERENT SECTIONS.

Note : These must be read with permanent Speed Restrictions.

Maximum Permissible Speed in Kmph. for groups/classes of Locos.																					
Diesel Locos.											Electric Locos.										
WDM 3A/3C	WDM-2	WDP-4	WDG-2/3A	WDG-4		WDM 3D	WDS-6 (Pgr.)	WDS-6 (Goods)	DEMU	DMU PUSH/PULL	HPDMU	WAG-5 (TAO)	WAG-5 (HIT)	WAM-4	WAM-4A	WAG-7	WAP-7	WAG-9	WAP-1,4,5	WAG-9H	WAG-11
	100	100	100	100		100	50		80		100	100	80	100		100	100	100	100	100	95
65	65		50	50		50	40	50			65										
NP	NP		50	60		50	40	50			65										
40	40		25	40		25	40	50			40										
40	40		25	40		25	40	40			40										
30	30		15	30		15	..	..			90	30	30	30	30	30	30	30	30	30	
25	25						..	..													
30	30						30	30		..											
NP	NP							..		NP		25	25	25	25	25					
NP	NP		30					..		..		30	30	30	30	30	30	30			
15	15		15	15		15		..		..		15	15	15*	15*	15	15	15			
90	90	90	90	90		90		40		..											
NP	NP									..											
...	...																				
30	30																				

NP - Not permitted.

DIVISIONAL DETAILS

**JURISDICTION OF MODULAR BEATS OF NOMINATED
OPERATING SUPERVISORS IN ASANSOL DIVISION**

Beat No.	Jurisdiction of Beat	Nominated Supervisors
1.	STN—VDS STN—BBI	TI(M)/STN
2.	MDP—GRD & MNC—MUW	TI(M)/MDP
3.	BCQ—CAM (Excluding STN)	TI(M)/GC
4.	SNQ—JSME—JAJ (Excl.) JSME—BDME	TI(M)/JSME - 1
5.	JSME (Excl.)—DUMK (Incl.) DGHR (Incl.)—BAKA (Excl.) MHUR (Incl.)—HSDA (Excl.)	TI(M)/JSME - 2
6.	KPK—DCOP	TI(M)/HQ
7.	DGR — KAN (Excl.)	TI(M)/DGR
8.	UDL/JNC — SNT (Excl.) SSCR — BBI (Excl.)	TI(M)/PAW
9.	UDL (INCL. UDL Yd & DSEY)	TI(M)/UDL
10.	ASN (Incl.Yard)	TI(M)/ASN

DIVISIONAL DETAILS

Jurisdiction-Asansol Division
onwards—

(a) On Main Line Section-From KAN Jn. (excl.) to Jhajha (excl.) KAN-STN. Quadruple lines electrified. STN-JAJ double line electrified.

(b) On the Grand Chord Section-From Sitarampur to Pradhankhunta (exclusive) Double line Electrified.

- (c) Branch Line Section—
- (i) Andal-Ikra-Sitarampur (Electrified)
 - (ii) Tapasi-Barabani Chord (Electrified)
 - (iii) Andal-Sainthia (excl.) (Electrified)
 - (iv) Jasidih-Baidyanathdham (Electrified)
 - (v) Madhupur-Giridih (Electrified)
 - (vi) Bhimgara-Palasthali
 - (vii) BCQ-Hirapur Yard (Electrified)
 - (viii) BQT-DSP Yard Fly-over (Electrified)
 - (ix) Kulti to Sitarampur West Cabin (Relief Line) (Elec.)
 - (x) Kulti Link to Sirarampur Link (Electrified)
 - (xi) Jasidih-Deoghar-Dumka (Electrified)
 - (xii) Deoghar-Chandan-Banka(Ex)(Electrified)
 - (xiii) Mohanpur-Harlatanr-Hansdiha(Ex)(Electrified)

List of Panel Interlocking Stations—

Panel Interlocking (PI): GLI, PAJ, MNAE, PAN, REH, DCOP, OYR, POL, BQT, RNG, NMC, KPK, BCQ, STNC, SLS, RNPR, J, JMT, KEE, NPS, MNC, JRW, MDP, NPZ, MUW, SNQ, TTN, LMB, STL, GHN, NRG, ULTL, ULT, BRR, KMME, MMU, KAO, CAM, KIME, UKA, BMGA, PCR, DUJ, CPLE, SURI, KNRI, UDLJN, TOP, SSCR, BBI.

Electronic Interlocking (EI): DGR, UBL, TNW, JSME, GRD, MHUR, HRLT, GRMA, BSKM, DUMK, PAW, PAW JN.

Route Relay Interlocking (RRI): ASN, STN.

ASN

System of Working.

Section	No. of Tracks	Route Km.	System or Work	Block Instrument
Khana—Sitarampur	Quadruple line	101.17	Absoulte block with multiple aspect colour light signalling	DLBI
Sitarampur—Jhajha	Double line	145.36	Absolute block with MACL	NRGO-JAJ, CRJ-JMT, JMT-KEE & KEE-VDS UFSBI, Rest all DLBI
Sitarampur—Pradhankhunta	Double line	40.26	Four aspect automatic signalling between STN & CAM. Absolute block with MACL between CAM & PKA.	CAM-PKA DLBI
Barakar—Kulti	Additional relief line	3.26	Absolute Block system with MACL.	DLBI (Unidirectional)
Andal—Pandabeswar	Twin single line— (1) West line (2) East line	20.34	Absolute Block with MACL.	UFSBI
Pandabeswar—Sainthia	Double line	63.04	Absolute block with MACL.	DLBI
Andal Jn. Cabin—Tapasi	Twin single lines— (1) East Line (2) West line	11.06	Do.	TLBI
Tapasi—Barabani	Main line & Chord Line	15.75	Do.	UFSBI
Barbani—Sitarampur	Single Line	11.02	Do.	UFSBI
Bhimgara—Palasthali	Single line	16.88	Not in use	NA
Kalpahari-Mohisila	Double Line	2.85	Absolute MACL	DLBI
Madhupur—Giridih	Single line	37.96	Absolute Block system MACL	TLBI
Jasidih—Baidyanathdham	Single line	6.25	One Train only system.	NA
Jasidih - Ghormara-DUMKA	Single line	71.55	Absolute Block with MACL signalling.	TLBI
Kulti—Sitarampur Relief line via Kulti Link Cabin	Do	7.63	Absolute Block with MACL signalling.	UFSBI
Kulti Link—Sitarampur Link	Do	1.15	Do.	UFSBI
Baktarnagar—DSP fly over	Double line	...	Absolute Block system with MACLs and MACL from UDL. EDD-POL unidirectional Semaphore signalling	DLBI
Deoghar-Chandan-Banka	Do	54.76	Do	UFSBI
Mohanpur-Harlatanr-Hansdiha	Do	38.11	Do	UFSBI

Controlling Officials,—Jurisdiction of controlling Station Masters for stations on the Asansol Division—

Controlling Station Supdt.	Jurisdiction
Durgapur	Waria (inclusive) to Rajbandh (exclusive) including all aidings.
Panagarh T.S.	Panagarh (inclusive) to Galsi (exclusive) including Panagarh Military Base.
Raniganj	Baktarnagar to Nimcha (inclusive) and all sidings.
Sitarampur	Barachak (inclusive) to Jamtara (inclusive) Barabani Loop (Sitarampur to barabani) Sitarampur to Kulti (inclusive) and all sidings.
Barakar	Barakar (inclusive) to Chhota Ambona (inclusive) and all sidings.
Madhupur	Jantara (exclusive) to Madhupur (inclusive) and MDP-Giridih Branch.
Jasidih	Sankarpur (inclusive) to Jhajha (exclusive) including Baidyanathdham & Dumka Branch.
SS/UKA	KJME (incl.) to UKA (incl.) including all traffic L/C gates & Colliery Sdgs.
SS/PAW	PAW (incl.) to DUJ (excl.), BMGA-PSME all colliery & Sdgs.
SS/Suri	DUJ (incl.) to KNRI (incl.)

(a) Spring Points— ASN New Receiving yard

Slip Sidings—

Slip sidings are provided to prevent vehicle escaping from a station situated on a grade so that block sections is not obstructed if any vehicle runs away from the stations.

At Kajoragram—	Kajoragram Slip Siding on the East and West lines at Andal end.
At Barabani—	Barabani Slip Siding off the South and North lines at the Sitarampur end.

Ballast Sidings—

(1) Two sidings are situated between Mahesmunda and Jagadishpur with points facing for Down trains at 192/4910 feet and 195/2612 feet.

(2) At JSME, VDS, KEE and MNC—The ballast siding at JSME and VDS are used for loading and unloading of PWI materials. Two ballast adding WME is also to be used for the purpose of stabling of rakes and other goods wagons—when no room is available in Goods shad.

White Buffer Lights—

At stations where red buffer lights may confuse the drivers of running trains when starting or leaving the station, white buffer lights are provided in accordance with SR 5.14 (d) (ii).

At Station	Location
Barakar	At East Shunting Neck.
Madhupur	At Shunting Neck of Giridih end.
Raniganj	At the West end buffer of Coal Siding.

Crossing Precedence Facilities and Loop Capacity—The following stations have no Loop and trains cannot be crossed as given precedence to at these stations—

(i) From Khana (exclusive) to Asansol (exclusive). On this quadruple line section there are no loops except at Paraj(DN), MNAE(DN), Panagarh(UP & DN), Rajbandh (DN), Durgapur (UP & DN), Waria (UP & DN), Andal (UP & DN), Raniganj (UP), Kalipahari (UP & DN). Trains can, however, be given precedence by diversion from Main Line to Slow Line in both Up and Down directions except at Nimcha Block Hut.

(ii) Asansol-Pradhankhunta—Loop lines provided at MMU, CAM,BRR, KAO & PKA in both UP & DN direction.

(iii) Sitarampur-Jhajha—(a) In UP Direction there is no Up Loop at Bodma, Kaseetar, Madankata, Nawapatra, Tulsitanr and Narganjo.

(b) In down direction there is no Loop at Narganjo, Ghorparan, Lahabon Sankarpur, Mathurapur, Nawapatra Joramow, Madankata, Kaseetar, Bodma and Rupnaraynpur. As such no precedence is possible at these stations.

Turn Tables— Nil

Carrige Watering Stations—

For Main Line and Grand Chord Line Trains—At ASANSOL P.F.
For Branch Line Trains—At UDL, MDP and JSME.

Engine fueling facilities on the Division—

Diesel—

Andal—Diesel Shed

Traffic Cranes

Automatic signalling territory between Sitarampur and Pradhankhunta—The Automatic signalling territory extends from STN to CAM on the Grand Chord Section—

(a) Attention of all Guards and Drivers is drawn to General and Subsidiary Rules 9.02 for guidance.

(b) Semi-Automatic signals should be treated as stop signals and must not be passed in "ON" position without proper authority. These semi-automatic signals are to be treated as Automatic signals and may be passed in the "ON" position, under G.R. 9.14 only when the interlocked "A" marked is lit.

(c) List of Semi-Automatic signals between Sitarampur and Chhota-Ambona is indicated below separately for Up and Down trains.

Up Signals		
STN/S1	...	Semi-Automatic
STN/S3	...	"
ULT/1A/1B	...	"
ULT/3	...	"
BRR/26E/27E/28B	...	"
BRR/25W	...	"
BRR/22W	...	"
KMME-1	...	"
KMMEB/3A/3B	...	"
A 5A (Up Direction)	...	Automatic
Gate No. 4B/SL-1/A7'G'	...	Semi-Automatic
Gate No. 5B/SL-1A9'G'	...	"
MMU/9A/9B/9C	...	"
MMU/1	...	"
MMU/3	...	"
Gate No. 6B SL-1A11'G'	...	"
TNW/2	...	"
TNW/3	...	"
KAO/20a, 20B	...	"
KAO/16	...	"
KAO/12	...	"
Gate No. 10C SL-1A23'G'	...	"
Gate No. 12CSL-3A29'G'	...	"
CAM/1A/1B	...	"
Down Signals		
CAM/8	...	"
Gate No. 12C/SL2/A30'G'	...	"
Gate No. 10C/SL3/A24'G'	...	"
KAO/3A/3B	...	"
KAO/8	...	"

KAO/9	...	"
A18(Dn Direction)	...	Automatic
TNW/S9	...	Semi-Automatic
TNW/S1	...	"
Gate No. 6B SL-2A/12'G'	...	"
MMU/8A/8B/8C	...	"
MMU/4	...	"
MMU/2	...	"
Gate No. 4B-SL-1A7'G'	...	"
A 2A (Dn Direction)	...	Automatic
KMME/4	...	Semi-Automatic
KMME/6	...	"
BRR/2/W	...	"
BRR/3/W/4W	...	"
BRR/3VE/41E	...	"
BRR/36E	...	"
ULT/2	...	"
ULT/6A/6B	...	"
ULT/12	...	"
STN/2RRI	...	"

"Automatic Stop Signal Failures Reporting Station—

(a) Up Trains—Mail and Express train with stoppage at Barakar to report the failure between Sitarampur and Barakar.

Mail and Express train having no stoppage at Barakar should report failures at Dhanbad.

Passenger trains should report failures at the first stopping Station.

(b) Down Trains—Semi-Automatic—Mail and Express trains between Chhota Ambona-Barakar with stoppage at Barakar should report the failure at Barakar.

Mail and Express trains having no stoppage at Barakar should report failures at Asansol.

Passenger trains should report failure at the first stopping station.

(ii) For Goods trains—

(a) Up Trains—The goods trains should stop and report the failure at Dhanbad or at any station on road.

(b) Down trains—The goods trains should report the failure at Asansol or at any stations of termination.

List of Notice Stations

List of Notice and Intermediate Originating stations for the purpose of Serving Caution of Orders—

Division	Notice stations	Intermediate Originating Stations
Asansol Division	1. Asansol Jn 2. Madhupur Jn.	1. Panagarh 2. Durgapur 3. Waria 4. Andal Jn. 5. Ukhra 6. Pandabeswar 7. DSEY 8. Siuri 9. Tapasi 10. Sonachara 11. DCOP 12. Hirapur 13. Giridih 14. Raniganj 15. Barachak 16. Sitampur Jn. 17. Dumka 18. Barakar 19. Mugma 20. Salanpur 21. Jasidih Jn. 22. Jamtara 23. Thaparnagar 24. Chinpai 25. Kajoragram 26. Deoghar

Special Instructions for local trains Mail, Goods, Banking, Coal Pilots, motor trolleys, Neutral Section, etc.

Local Trains—The following local trains, which serve the daily commuters should as far possible, be given a clear run—

- (a) 63509 Up BWN-JAJ MEMU.
- (b) 63511, 63525 BWN-ASN MEMU.
- (c) 63512, 63514 ASN-BWN MEMU.
- (d) 63570 BDME-ASN MEMU.
- (e) 63561 ASN-JSME MEMU.
- (f) 63542 GMO-ASN MEMU.
- (g) 63530 RPH-UDL MEMU.
- (h) 63531 UDL-SNT MEMU.

Special Instructions for gradient Sections—(1) Ghorparan-Jhajha Up Trains—

There is a heavy falling gradient for up trains between Ghorparan and Jhajha on Sitampur-Jhajha section.

(i) If the brake power required for Hill section as discussed in Chapter 3D-2 is not available or if the driver

doubts the evident for adequacy of Brake Power, the Driver must stop at Ghorparan and Pin down or screw sufficient number of hand brakes to ensure control over the train, down the gradient.

Hand Brakes will be pinned down on screwed on piped vehicles only. Should there not be a sufficient number of train pipes vehicles on the train to permit of the requisit number of brakes being pinned down. Guards are warned, that under no circumstances are they, on their own authority to pin down any etive fitted vacuum wagons, as by doing so they will be deprving the Driver, of a certain amount of brake power. The Driver will assist the guard in pinning down the brakes and indicate non-active vehicles, whose brakes may be pinned.

Notes—A check board has provided at K.M. 338/3-4 just after passing Lahabon in MDP-JAJ Section for the Drivers of Up Goods trains to conduct test checks of the brake power in their trains.

BANKING OF TRAINS**At Jhajha-Simultala Down trains****(a) Passenger trains—**

The loads of Down Mails/Exp. Pass Train from Jhajha to Simultala. When workes by WDM-2 Load shall not Exceed 18 bogies unless banked.

No Bank pilot is required for M/Exp. train both UP and DN upto 24 coaches worked by electric locos. Banker is required for loaded goods train in DN direction between JAJ-STL for all types of loco in fair weather condition.

The speed of trains should not exceed 65 Kmph. between GHN-STL with Banker.

(b) Goods Trains—Loads of Goods Trains hauled by different types of Locos on Jhajha-Simultala Section without a banker and with a banker of different types shown bellow—

Types of Loco	Load/ without Banker (Tonnes)	Load with one Banker/ (in Tonnes)		
		Class of banking Engine		
		—with— WDM2		2020
WDM-2	1488	WDM2		3400

When working without Bankar the train should run through from JAJ to STL.

ASN

BANKING OF TRAINS

Rules to banking of trains between Jhajha-Ghorparan-Simultala—

When a banking engine is attached its hose pipe/ break pipe will not be coupled up. The Bank Pilot Driver shall use his engine brake only in accordance with the signals from the Train. In case of a passenger train, when a bank pilot driver is required to be attached. The Bank Pilot Driver will record the amount of vacuum available in the Guard's van, whereafter he will couple up the vacuum hose pipe and open the same ejectors Steam cock sufficient to maintain the amount of vacuum that was available in the Guard's van. The train engine should small ejector steam cock sufficiently to maintain the requisite amount of vacuum.

COAL PILOT WORKING RULES

For WAG5 & WAG7

(a) Load Ex. UDL by WAG 5 loco should not exceed 3500 tonnes.

(b) Load Ex. UDL by WAG 7 loco should not exceed 4800 tonnes.

Coal Pilot—Detailed Coal Pilot Working Rules, which have been circulated separately, must be studied and followed in the interest of safety. Special features of certain pilots are however, given below for general guidance—

(i) Where two or more engines work as pilot and they have to be separated in the section, it should be clearly understood between the Guards or and Shunting staff as to where the engines have to join and how.

Topsi Pilot—On the Barabani-Tapasi Chord section Driver of Down coal pilot must pin-down or screw the hand brakes or 25% wagons before starting from the pin. Down Board' provided near Achalpur siding just after passing the Rasuldanga Road of bridge.

Salanpur Pilot—When returning from Salanpur to Sitarampur the hand brake level of one third of the total number of wagon (loaded or empty) should be pinned-down of around hard before leaving Salanpur.

Giridih Pilot—Brake Van brakes can be used to help to control load. When two engines are used one must be at each end of the load.

Chanch pilot—In laikdih siding engine must be both in front & in rear.

Chara Pilot—When a load of down Sonachara Coal pilots start from Parasia controlled by shunt Signal.

Stoppage at the down outer Signal must be entered in the JTR by the Guard/Driver.

Coal and outlaying Siding—

List of outlaying sidings taking of the Main Line. Grand Chord and different Branch Line Sections are given below. The points of these sidings are provided with key latch and the speed when passing over the facing direction is restricted to 48 Kmph. The Coal Pilot Working Rules must be carefully observed when working these siding.

Note—(i) The Chief Engineer under his office letter No. W.352/5/3, dated 26th December 1977, has permitted running WDM-1 and WDM-2 Class of locomotives in regular goods servions on the under noted colliery industrial sidings subject to the conditions stipalated in the Joint Safety Certificate Nos. 180, 181 and 182 (to be locally notified).

Note—(ii) The Chief Engineer under has office letter No. W.352/5/3, Vol. 2, dated 2nd February 1978, has permitted running WDM-1, WDM-2 and Class of locomotives in regular goods service on the under noted colliery industrial sidings subject to the conditions stipulated in Safety Certificate Nos. 225, 226, 228 and 229 (to be locally notified).

Pilot	Siding being served	Maximum permissible speed (Km.p.h.)
1. Up Raniganj No. I	(i) East Nimcha (Murgathole)	16
2. Dn. Asansol No. I	(i) Modern Satgram (ii) J. K. Nagar	16
3. Salanpur	(a) Bonjumari (A) (b) New Damagoria Sdg.	15
4. Rupnarayanpur	(a) C.L.W. Sdg.	15
5. KMME	Chanch (NLOCP)	15
6. Thaparnagar	MMMT	15
7. Mugma	(a) Pandra (b) MPL	15 15

Outlying Siding – (Main Line Section)
B. MAIN LINE

Section	Description of the Line	Kilometrage of Siding points	Approx. Name of Siding	Points facing for Trains
		Km.		
At — SLS	Down Main Line	225	Salanpur Branch	Up
	Up Loop Line	226.1	Damagoria Up branch	Up
KPK - NMC	Down Slow Line	201.5	J. K. Nagar (Take all points for Dn. Avoiding line for Chabal- pur & Ratbati and jytima book branch)	Dn.
„	Dn. Slow Line	198.1	Exit point from down avoiding line	Up

Outlying Siding
GRAND CHORD SECTION

Only the Siding taking off the Grand Chord have been shown and their effect at Siding to Coal Siding except these marked with an asterik.

MMU	Down Main Line	239.7	Pandra Branch	Up
KMME	UP Main Line	232.2	NLCP (Chanch)	Up

OUTLYING SIDING ON THE BRACH
(i) Andal-Sitarampur Loop

Section	Description of the Line	Approx. Kilometrage of Siding points	Name of Siding	Points facing for Trains
		Km.		
	Andal — Sonachara Sonachara	194.2	1. Chara Branch	Up
	Chara Branch	196.1	(i) Parasia Pilot 2 & 3	Up
	SSCR-TOP Line Branch	199.2	(i) Seekran Belbaid (P)	Down
	SSCR-TOP West Line	196.2	3. Pure Bansera Railway & Asstt.	Up
	Between Top-BBI Chord line	199.5	i) M/S Super Spleenter limited (MSSL) ii) SSPL (M/s Shyam Sel & Power Ltd.	Up Up

(ii) Tpsi – Barabani Line

Section	Description of the Line	Approx. Kilometrage of Siding points	Name of Siding	Points facing for Trains
		Km.		
	B.B.I. Loop	211	a) Bhanora	Up & Down
		212	b) ICML	Up & Down

(iii) Andal – Sainthia Branch

UDL-KJME	East Line	193.1	Khas Kajora Pilot	Up
	Do	194.3	Parascole East	Up
	Do	197.2	Madhusudhanpur	Up
UDL-KJME	West Line at KJME Stn. (West End.)	191.7	Naba Kajora Asstd. & (P) } Jaipuria	Up
KJME-UKA	West Line at UKA Stn. (East End.)	193.5		Up
	West Line	198.0 & (P)	Sankarpur/Sham Sundarpur Asstd.	Up
UKA-PAW	UKA West End East Line 199.2	198.4	Bankola No. 1 & 2 Sidings	Up
PAW	PAW Stn. (East End) West Line	206.2	Samla Kenda Section (II Paw Pilot Sec.)	
	Samla Kenda Section	207.2	(i) Dalurbandh (P) Asstd.	Up & Dn
	Do	207.2	(ii) Selected Samla Asstd.	Up
	Do	207.2	(iii) Sonepur Bazari	Up & Dn
	PAW Station (East End)	206.2	Mandarboni Section (1 Paw Pilot Section)	
	Mandarboni Section	208.2	(i) Purusottampur Asstd. & (P)-I	Down
	Do	209.0	(ii) Purusottampur II (P).	Down
	Do	210.0		
	UP Line	219.0	Hazratpur	

NEUTRAL SECTION LOCATIONS OVER ASANSOL DIVISION**Details of Caution Boards to be observed by Electric Traffic while working in Normal Direction**

Type of Neutral Section - PTFE, Length of all the Neutral Section – 6.60 Mtrs.

	Name of the Neutral Section	Between section	Line	Location					
				500 Mtrs Board	250 Mtrs Board	Open DJ Board	Actual Location of Neutral Section	Close DJ Board for LOCO	Close DJ Board for MEMU
1.	MNAE/SP	MNAE-PAN	UP/ML	145/11	145/19	145/25	145/27	145/31	146/15
		MNAE-PAN	UP/RL	145/15	145/23	145/29	146/1B	146/5	146/19
		PAN-MNAE	DN/ML	146/18	146/10	146/4	146/2C	145/28	145/14
		PAN-MNAE	DN/SL	146/18	146/10	146/4	146/2B	145/28	145/14
2.	OYR/FP	DCOP-OYR	UP/ML	177/3	177/11	177/17	177/19	177/21	178/1
		DCOP-OYR	UP/RL	177/3A	177/11A	177/17A	177/19A	177/21A	178/1A
		OYR-DCOP	DN/ML	178/26	178/14	178/8	178/6	178/4	177/20
		OYR-DCOP	DN/SL	178/24A	178/12A	178/6A	178/4A	178/4A	177/20A
3.	KPK/SP	KPK-NMC	UP/ML	203/19	203/23	203/29	203/33 ₃	204/1	204/11
		KPK-NMC	UP/RL	203/19A	203/23A	203/29A	203/33A ₁	204/1A	204/11A
		NMC- KPK	DN/ML	204/16	204/8	204/4	203/34 ₁	203/32	203/20
		NMC-KPK	DN/SL	204/16A	204/8A	204/4A	203/34A ₁	203/32A	203/20A
4.	KMME/FP	KMME-MMU	UP/GC	231/27	232/5	232/11	232/13	232/15	232/23
		MMU-KMME	DN/GC	233/4	232/26	232/20	232/18	232/16	232/8
5.	KAO/SP	TNW-KAO	UP/GC	243/25	244/1	244/9	244/11	244/13	244/21
		KAO-TNW	DN/GC	245/22	245/14	245/8	245/6	245/4	244/24
6.	PKA/FP	CAM-PKA	UP/GC	259/7	259/15	259/23	260/1	260/3	260/11
		PKA-CAM	DN/GC	260/20	262/12	260/4	260/2	259/24	259/14
7.	CRJ/SP	RNPR-CRJ	UP/ML	235/11	235/23	235/31	235/33 ₁	236/37	236/07
		CRJ-RNPR	DN/ML	236/16	236/10	236/4	235/42	235/36	235/26
8.	JMT/TSS	BM-JMT	UP/ML	249/27	250/1	250/7	250/9	250/11	250/21
		JMT-BM	DN/ML	251/6	250/28	250/22	250/20	250/18	250/8
9.	JRW/SP	MNC-JRW	UP/ML	280/33	281/11	281/19	281/25	281/31	281/43
		JRW-MNC	DN/ML	282/4	281/38	281/32	281/26	280/20	281/6
10.	SNQ/TSS	MUW-SNQ	UP/ML	312/19	312/27	313/3	313/5	313/7	313/15
		SNQ-MUW	DN/ML	313/24	313/14	313/8	313/6	313/4	312/26
11.	LHB/SP	TTN-LHB	UP/ML	335/5	335/13	335/19	335/23	335/27	336/01
		LHB- TTN	DN/ML	336/6	335/34	335/28	335/24	335/20	335/10
12.	JAJ-TSS DNR/Divn.	NRGO-JAJ	UP/ML	363/25	364/01	364/09	364/11	364/13	364/27
		JAJ-NRGO	DN/ML	364/28	364/02	364/14	364/12	364/10	363/28
13.	PAW/FP	PAW-UKA	E. Line	18/10	17/28	17/22	17/20A	17/20	17/10
		UKA-PAW	W. Line	17/05	17/11	17/19	17/19A	17/21	18/01
14.	SNT/SP-1 HWH Divn.	MWZ-SNT	UP/ML	68/17	68/25	69/03	69/05	69/07	69/15
		SNT-MWZ	DN/ML	69/24	69/16	69/08	69/06	69/04	68/26
15.	KTME/SP	UKA-UDL	E.Line	7/12	6/28	6/22	6/20	6/18	6/10
		UDL-UKA	W.Line	6/3	6/11	6/17	6/19	6/21	7/1
16.	SSCR/SP	TOP-UDL	E.Line	4/30	4/20	4/12	4/10	4/8	3/34
		UDL-TOP	W.Line	3/31	4/3	4/11	4/13	4/15	4/23
17.	TOP/TSS	TOP-SSCP	E.Line	10/14	10/8	9/40	9/38	9/36	9/28
		SSCP-TOP	W.Line	9/19	9/25	9/35	9/37	9/39	10/7
18.	CCR/SP	BBI-STN	Single Line	37/10	37/14	37/18	38/1	38/2	38/9
		STN-BBI		38/16	38/8	38/2	38/1	37/18	37/15

Annexure-II

NEUTRAL SECTION LOCATIONS OVER ASANSOL DIVISION**Details of Caution Boards to be observed by Electric Traffic while working in Reverse Direction**

Type of Neutral Section – PTFE, Length of all the Neutral Section – 6.60 Mtrs.

Sl. No.	Name of the Neutral Section	Between section	Line	Location					
				500 Mtrs Board	250 Mtrs Board	Open DJ Board	Actual Location of Neutral Section	Close DJ Board for LOCO	Close DJ Board for MEMU
1.	KMME/FP	KMME-MMU	UP/GC	233/1	232/23	232/15	232/13	232/11	232/3
		MMU- KMME	DN/GC	231/30	232/8	232/16	232/18	232/20	232/28
2.	KAO/SP	TNW-KAO	UP/GC	244/25	244/17	244/13	244/11	244/9	243/29
		KAO-TNW	DN/GC	244/20	244/26	245/4	245/6	245/8	245/12
3.	PKA/FP	CAM-PKA	UP/GC	260/21	260/11	260/3	260/1	259/23	259/13
		PKA-CAM	DN/GC	259/8	259/16	259/24	260/2	260/4	260/14
4.	CRJ/SP	RNPR-CRJ	UP/ML	236/13	236/3	235/37	235/33 ₁	235/31	235/19
		CRJ-RNPR	DN/ML	235/22	235/30	235/36	235/42	236/4	236/14
5.	JMT/TSS	BM-JMT	UP/ML	250/25	250/17	250/11	250/9	250/7	249/31
		JMT-BM	DN/ML	250/4	250/12	250/18	250/20	250/22	250/32
6.	JRW/SP	MNC-JRW	UP/ML	282/3	281/37	281/31	281/25	281/19	281/5
		JRW-MNC	DN/ML	280/34	281/12	281/20	281/26	281/32	281/44

NEUTRAL SECTION LOCATIONS OVER ASANSOL DIVISION
Details of Caution Boards to be observed by Electric Traffic while working in *Reverse Direction*
Type of Neutral Section – PTFE, Length of all the Neutral Section – 6.60 Mtrs.

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Sl. No.	Name of the Neutral Section	Between section	Line	Location					
				500 Mtrs Board	250 Mtrs Board	Open DJ Board	Actual Location of Neutral Section	Close DJ Board for LOCO	Close DJ Board for MEMU
7.	SNQ/TSS	MUW-SNQ	UP/ML	313/21	313/13	313/7	313/5	313/3	312/25
		SNQ-MUW	DN/ML	312/20	313/28	313/4	313/6	313/8	313/14
8.	LHB/SP	TTN-LHB	UP/ML	336/5	335/33	335/27	335/23	335/19	335/19
		LHB- TTN	DN/ML	335/6	335/14	335/20	335/24	335/28	335/34
9.	JAJ/TSS DNR Divn.	JAJ-NRGO	UP/ML	364/27	364/19	364/13	364/11	364/09	363/27
		NRGO-JAJ	DN/ML	363/26	364/02	364/10	364/12	364/14	364/28
10.	PAW/FP	UKA-PAW	E. Line	17/06	17/12	17/16	17/20A	17/22	18/02
		PAW-UKA	W. Line	18/09	17/27	17/21	17/19A	17/19	17/09
11.	KJME/SP	UDL-UKA	E.Line	6/4	6/12	6/18	6/20	6/22	7/2
		UKA-UDL	W.Line	7/11	6/27	6/21	6/19	6/17	6/9
12.	SSCR/SP	UDL-TOP	E.Line	3/28	3/36	4/8	4/10	4/12	4/22
		TOP-UDL	W.Line	4/31	4/21	4/15	4/13	4/11	4/3
13.	TOP/TSS	SSCR/TOP	E.Line	9/18	9/30	9/36	9/38	9/40	10/8
		TOP-SSCR	W.Line	10/13	10/7	9/39	9/37	9/35	9/27

RULES FOR MOTOR TROLLEY WORKING

Motor Trolleys must run with line clear or following a train but at the personal responsibility of the official to whom the trolley is allotted or to whom it is temporarily allotted for use.

In Automatic Signalling territory also the Motor trolleys should run on line clear which may be obtained on telephone by exchange private number.

Motor Trolley following trains is prohibited on tokenless block working section on single line and also on ghat and graded section on double line where view is not clear.

Normally Motor Trolleys shall not run between sunset and sunrise.

At night or when visibility is impaired by fog, dust, storm, etc. motor trolleys should not run. But in emergencies like accidents breaches, etc., it becomes necessary to run the motor trolley at night or when visibility is impaired the motor trolley shall be allowed to run, only if provided with head light, Particular care will be necessary at level crossings to avoid accident with road traffic.

When passing through curves and cuttings or where view is otherwise obstructed the motor trolley shall be protected by trolleyman except on sections where Trolley Ball or Revolving Disc. Signal stations are provided and are manned by Flagman. The rapid raising and lowering of the Ball or repeated turning on and off of the Disc indicates that a train is approaching and the trolley should be removed from the track.

All Cabins must exhibit hand signals for the guidance of the Motor Trolleys. Where spring Switches are provided they should be treated as obstruction when not set in favour of the trolley. Cabinmen should exhibit hand danger signal.

Motor Trolleys cannot operate the, Springs switches in trailing direction hence they should be lifted when the switch in the trailing direction is not set on the trolley.

When passing through a station/yard or over points and crossing or turn-out the speed of the Motor Trolley shall not exceed 15 km.p.h.

When a number of Motor Trolleys follow one another on the same line clear the Station Master taking line clear must specify the number and obtain just as many Private Numbers from the other station. The station receiving the trolley shall not close the line unless all the trolleys have reached the station. The token Tablet on single line section will be carried by the last trolley. Where no tangible line clear authority is available a certificate shall be obtained from the last trolley before closing line.

When entering a busy yard Station the Motor trolley in harge should drive cautiously and at a speed slow enough to stop instantaneously in case of emergency.

On Single line sections, the tangible authority to proceed shall be delivered to the last Motor Trolly following.

General Rule and General Restrictions for 120 Tonnes B.G. Diesel Orton Crane.

General information and restriction of 120 tonnes B. G. Diesel Orton Crane (to Crane Diagram No. 1 WD 120 CR and having a maximum axle load of 21-94 tonnes.

The movement of the above crane shall be subject to the following restrictions and maximum permissible speeds on various sections, as indicated herein below—

- (1) **General restriction—** (i) During transit when hauled in a train with the cross in running order, the jib of the case shall fully rest on match track.
- (ii) The cranes shall not be moved with loads on Bridges with girdes and substructures built to BG/BL standard.
- (iii) During operation at site, when travelling on its own power with loads.
 - (a) The jib should normally be brought paralalled to the track. But when this is not possible, the jib can be kept at an angle to the track.
 - (b) If the track is laid with rails lighter than 90 B, and the load is 10 tonnes and above the crane is not allowed to move.
 - (c) When the load is 10 tonnes or above, the crane should be allowed to move only after ensuring that all the sleepers are sound and fully packed to correct cross and longitudinal levels, and that the joint sleepers are sound and well packed. When the jib is at an angle to the track, the crane may move but at dead slow speed.
 - (d) While standing on a bridge the crane should not be permitted to lift load with the jib at an angle to the track, unless the Chief Engineer's prior permission to do so is obtained in each individual case.
 - (e) The load should be brought the shortest possible radius.
 - (f) On bridges, when travelling or its own power with loads, the crane is not permitted in general. But in special cases where such movement is required, prior permission of Chief Engineer will have to be obtained.

ASN

General information and General restriction of 140 tonnes B. G. Diesel Orton crane to crane Diagram No. IWDH/140CR and having a maximum axle lead of 20.0 tonnes.

The maximum permissible speed on various sections are indicated below. The maximum speed is subject to restrictions as was included in Eastern Railway's Jt. Safety Certificate No. 30/86 and or the speed restrictions which may be enforced in various section from time to time.

(1) **General restrictions:—**

- (i) During transit when hauled in a train with the crane in running order, the jib of the crane shall fully rest on match trucks.
- (ii) During Operation at site, when travelling on its own power with loads—

The jib should normally be brought parallel to the track. But when this is not possible, the jib can be kept at an angle to the track.

Brake down Cranes

The Crane is not permitted to move on all Sections. It can move only on Section specified below—

Section	Maximum permissible speed for 140 tonnes B. G. Diesel Orton Crane	
	Durings transit	During operations at site when working under its own power
		With load
	Track (Km. p. h.)	Track (Km. p. h.)
1	2	3
1. Khana—Sitarampur (M/L 1)	55	5
1. (A) Khana—Sitarampur (Up M/L 2 & Dn./L 2)	55	5

Brake down Cranes

The Crane is not permitted to move on all sections. It can move only on Sections specified below—

		Maximum permissible speed or 120 toans B.G. Diesel Orton Crane				
Section			During operation at site when working under its own power			
		Durings transit	Without load	With load up to a maxi- mum of		
				10 tonnes	20 tonnes	
1		Track (Kmph.)	Track (Kmph.)	Track (Kmph.)	Track (Kmph.)	
2		3	4	5		
(1A)	Khana—Sitarampur (Main Lane)	...	50*	12	5*	5
(A)	Khana—Sitarampur	...	30	12	5	5
(1)	(2nd Up & Dn.)					
(2)	Sitarampur—Jhajha (Main Line)	...	50	12	5	5
(3)	Sitarampur—Pradhankhunta (G.C.)	...	50	12	5	5
(4A)	Andal—Tapasi (North Line)	...	30	12		(Not permitted)
(4B)	Andal—Tapasi (South Line)	...	30	12	5	5
(5)	Tapasi—Ikra (Single Line)	...	30	12		(Not permitted)
(6)	Tapasi—Barabani (Single Line)	...	30	12		(Not permitted)
(7)	Barabani—Sitarampur (North Line)	...	30	12		(Not permitted)
(7A)	Barabani—Sitarampur (South Line)	...	30	12	5	5
(8)	Damodar—Kalipahari (Avoiding Line)	...	15	12	5	5
(9)	Andal—Sainthia	...	30	12	5	5@
(10)	Madhupur—Giridih	...	30	12	5	5

* The speed over singharan Bridge No. 436 at Km. 182.80 (Dn. track) is restricted to 25 Km. p.h. when in transit. The crane is not permitted to operate with load over this bridges.

@ On the bridges over Andal-Sainthia section this crane is not permitted ot operate with.

General Rules and General Restriction for 10-Tonnes B. G. Diesel Cranes (30-0' and 35-0' long jib)—(i) 10-Tonnes B. G. Diesel Crane (30-0' long jib) manufactured by Jamalpur workshops as per R.S.D.O.'s Crane Diagram No. LD/SK-597 and LD/SK-598 have been permitted to run in regular break down services on various B. G. sections of Eastern Railway at a maximum permissible speed shown against each section subject to observance of all speed restrictions now in force of that may be imposed from time to time and other restrictions stipulated in the safety Certificate No. 146 issued by CE and CME and Director Standards R.D.S.O.'s speed clearance certificate No. SL/CR/SPD/10T/BG, dated 24th March, 1976.

(ii) 10-tonnes B.G. Diesel crane with 35-00' long jib, manufactured by JMP workshop as per RDSO's crane diagram No. 3wd, 10 CR (Act. 1) and RDSO's SK No. LD/SK 594 and LD/SK/ 596 are also permitted to run in regular breakdown service on the sections mentioned below subject to observance of all speed restrictions now in force or that may be imposed from time to time and other restrictions stipulated in the safety certificate No. 139.

Sl. No.	Section	Proposed maximum permissible speed of 10 tonnes B.G. Diesel Crane with (i) 30'-0" long jib (ii) 35'-00" long jib	
		When attached to a train with jib fully resting on the matchtruck (Max. axle load 18.00t)	When travelling on its own power without load or with load varying upto 10 tonnes at 5 m radius (Max. wheel load 25.50t)
(1)	Howrah-Bardhaman (Via ML/HBC)	Kmph. 60	Kmph. 5
(2)	Bardhaman-Sita-rampur (Via M/L)	60	5
(3)	Bardhaman-Sita-rampur (Via S/L)	50	5
(4)	Sitampur-Mughal-sarai (Via M/L and GC)	60	5
(5)	Khana-Kiul (Via SRG Loco)	60	5

Additional Restrictions—

1. During Transmit—

(a) The crane shall be moved attached to a train with its jib-fully resting on a match truck.

(b) The crane shall be marshalled as per the relevant rules.

(c) The Bridges shall be to BGML standards. On Bridge the crane should not be permitted to be hauled by locomotives than WG or WDM-2 classes.

(d) The maximum permissible speed of the crane over the following bridges is restricted as below—

(i) Bardhaman—Jhajha (Main Line)—Br. 436 at Km. 182.80 (Dn. track)—25 Kmph.

Br. 643 at Km. 314.37 to 315.15 (Dn. track)—50 Kmph.

Br. 603 Km. 280/3-4—50 Kmph.

Br. 633 Km. 299.05 to 299.29—50 Kmph.

2. During operation at site—

(a) When travelling on its own power without load or with loads varying upto 10 tonnes at 5 m, radius the maximum permissible speed is restricted to 5 Kmph.

(i) The load should be brought to the shortest possible radius. Jib should normally be parallel to the track. Based on the type and condition of formation at the site. Engineer should take adequate precautions to ensure that there is no, settlement of the formation under the working crane.

(ii) During crane working a special watch shall be kept on the condition of fish-plates. Any damaged fish-plates should be replaced before allowing the traffic on the restored track.

(b) Minimum permissible speed of the crane should be decided by the Chief Engineer of the Section where the tracks laid with lighter than 90-R.

(c) The crane should not be permitted to travel or work on bridge on its own power with or without load, without personal permission of the Divisional Engineer. The Divisional Engineer will, if necessary, obtain the sanction of Chief Engineer.

Joint Procedure Order for smooth operation
of trains in graded section to avoid stalling.

AS per RDSO's load tables and some field trails, it has been experienced that 59 BOX'N'- L + MT/42 BCN-L+MT with 5281 / 3657 tones cannot be started on 1:150 gradient and may have difficulties in starting on 1:200 gradient by a single WAG-7 / WAG-5 locomotive.

Therefore working of 59 N-Box/L with 5281 ton load by single WAG 7- and 42 BCN /L +MT with single WAG-5 locomotive is possible only if there is few and short stretches of 1 in 150 gradient and that if the gradient is attacked with maximum permissible speed (or in no case less than 50 Kmph), the load can negotiate the gradient with traction motor continuous current not exceeding more than 750 A (WAG5) & 950A (WAG-7) and speed around 30Kmph.

59 BOX'N'/L + MT with single WAG-7 and 42 BCN/L+MT with WAG-5 locomotive may be worked in STN-JAJ and ASN-PKA section with the following condition.

- a) Driver has to pick up the maximum permissible speed before attacking the gradient section.
- b) No speed restriction less than 30 Kmph will be imposed by Engg., S&T and TR-D department in the section with 1:200 or steep gradients and in emergency if any such restriction is to be imposed; prior information should be given to Sr. DOM / SR. DEE(OP) so that bankers may be utilized to work the train in that section.
- c) All station staff should be counselled for the implication if the train is controlled at the Signals indicated in the enclosures 1,2,3,4 & 5 for different sections/locations.
- d) All running staff should be counselled that if due to any reason whatsoever, the train comes to stop on 1 in 150 gradient he should not try to move the train & should ask for relief engine immediately. On 1 in 200 gradient, there may be a possibility for the train to start at a crawling speed and therefore the driver may judiciously decide to ask for relief loco.

The critical locations in the Asansol Division have been identified and the reasons for being critical have been mentioned in the enclosures.

In the enclosures two types of critical locations are given. One table containing most critical location at which signals should always be through and the other table contains critical locations at which the signals should compulsorily be through during bad weathers.

The Haulage Capacities of different types of locomotives for different gradients are given in the table below:

Haulage Capacities of Locomotives.
(Under normal weather condition)

Gradient ↳ Types of Loco ↴	1:60	1:80	1:100	1:150	1:160	1:172	1:200
WAG-5	1200	1500	1700	2435	2582	2950	3170
WAG-7	1700	2481	3002	3977	3977	4358	4738
WAG-9	2100	2650	3205	4250	4412	4700	4700

Instructions to be followed

1. Under normal weather condition marginally excess loads may be worked without bankers with proper care by all concerned & making all efforts by keeping signals indicated against each critical locations as through to avoid punctuality loss of Mail/Exp./ passenger trains.
2. The loco pilot will submit written memo to the concerned cabin / yard/ station, else such memo may be submitted by TLC to Dy. CNL. whenever he feels that there is a possibility of stalling due to loco constraints, if any.
3. Certain locations are such, where during normal (clear) weather also the signals are required to be made through to avoid stalling. Such signals locations are indicated in the enclosure as most critical locations.
4. Locos with isolated traction motors, RSI blocks, auxiliaries etc. are not nominated for working loads.
5. Engineering restriction of less than 50 in case of 1:150 section and less than 30 in case of 1:200 gradient section should be imposed in consultations with Sr. DEE (OP)/ASN.

ASN

Most Critical Location on UP/DN GC STN-PKA

Sl. No.	Section/ Location	Signal	Location	Reason of criticality				Haulage Capacities for nearest gradient			Remarks	
				Gradient		Curve		Compensated Gradient @ 0.04% per degree increase 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)		WAG-7(HG)/ WAG-9
				Steep- ness 1:D	Location	Degree (d)	Location					
1.	STN	Starter (UP) Adv str(UP)	221/11 222/09	1:200	221.0-222.0	1.0	220.66-221.93	3170 (1:200)	4088(1: 200)	4738(1:200)	Signal should be through	
2.	KMME- MMU	A7-Gate (UP)	233/19	1:200	232.5-234.3	+1.05 -1.2	233.17-233.52 233.3-233.5	3170 (1:200) 2950 (1:172)	4088 (1:200) 3500 (1:172)	4738 (1:200) 4358 (1:172)	do	
3.	MMU	UP loop-2 Starter	238/19	1:200	238/19-239/1	4.0	238.26-238.86	3170 (1:200)	4088 (1:200)	4738 (1:200)	do	
4.	KAO	Home (UP)	245/11	1:200	244.50-245.58	1.05	244.11-244.53	3170 (1:200)	4088 (1:200)	4738 (1:200)	do	
5.	PKA	Home (UP)	260/11	1:200	258-260.5	0.87	259.2-259.8	3170 (1:200)	4088 (1:200)	4738 (1:200)	do	
6.	CAM	Home (DN)	256/10	1:200	258.3-256.3	1.35	256.8-255.5	2950 (1:172)	3500 (1:172)	4358 (1:172)	do	
7.	KAO- TNW	A18 Gate(DN)	243/30	1:200	245.7-243.3	+1.05 -1.25	244.5-244.11 243.8-242.4	3170 (1:200) 2950 (1:172)	4088 (1:200) 3500 (1:172)	4738 (1:200) 4358 (1:172)	do	
8.	ULT	Starter (DN2) For diversion to DN1	225/26	1:200	229-225	0.75	225.9-224.98	3170 (1:200)	4088 (1:200)	4738 (1:200)	do	

Critical Location on UP/DN GC STN-PKA

Sl. No.	Section/ Location	Signal	Location	Reason of criticality					Haulage Capacities for nearest gradient			Remarks
				Gradient		Curve		Compensated Gradient @ 0.04% per degree increase 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)	WAG-7(HG)/ WAG-9	
				Steep- ness 1:D	Location	Degree (d)	Location					
1.	STN- ULT	A-3	224/11	1:200	223/1-226/1	0	-	1:200	3170 (1:200)	4088(1: 200)	4738(1:200)	Signal should be through during bad weather
2	KMME	Starter (UP)	231/27	1:200	231-231.5	+0.21 -1.05	230.77-231.06 231.49-232.00	1:196 1:185	3170 (1:200) 3170 (1:200)	4088 (1:200) 4088(1: 200)	4738 (1:200) 4738(1:200)	do
3.	TNW	UP/H/S & Str/sig	241.87	1:200	240/1-243/1	1.00 1.25	239.29-39.93 242.35-243.82	1:185 1:182	3170 (1:200)	4088 (1:200)	4738 (1:200)	do
4.	CAM	Home (UP)	254/31	1:250	253.5-254.5	+2.38 -2.38	253.3-254.8 254.8-255.3	1:202 1:202	3170 (1:200) 3170 (1:200)	4088 (1:200) 4088(1: 200)	4738 (1:200) 4738(1:200)	do
5.	ULT	Home (DN1&DN2)	226/14	1:200	229-225	-	-	1:200	3170 (1:200)	4088 (1:200)	4738 (1:200)	do

Most Critical Location on UPGC UDL-STN

Sl. No.	Section/ Location	Signal	Location	Reason of criticality					Haulage Capacities for nearest gradient			Remarks
				Gradient		Curve		Compensated Gradient @ 0.04% per degree increase 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)	WAG-7(HG)/ WAG-9	
				Steep- ness 1:D	Location	Degree (d)	Location					
1.	KPK	UP Home For Loop	206/3	1:200	205-206.8	8° for diversion	-	1:182 Loop	2600 (1:150)	3000(1:150)	3977(1:150)	Signal through
2	KPK- ASN	EOC Home (UP2)	208/15A	1:200	207.8-209.3	0.75	208.4-209.8	1:189 ML	3170 (1:200)	4088 (1:200)	4738 (1:200)	Signal through
3.	BCQ	Home (UP1 & UP2)	215/27	1:200	213-216	0.75	215.6-216.1	1:187	3170 (1:200)	4088 (1:200)	4738 (1:200)	Signal through

Critical Location on UP GC UDL-STN

1.	RNG	Home for UP/Loop	194.00	1:200	194.00-195.40	4.0	194.00 195.40	1:190	3170 (1:200)	4088 (1:200)	4738 (1:200)	Signal should be through during bad weathe
2.	KPK	Home For M/L	206/3	1:200	205-206.8	-	-	1:200 ML	3170	4088	4738	-Do-
3.	STN	EOC Home (UP1&UP2)	219/7	1:200	218.5-220.5	-	-	1:212	3170 (1:200)	4088 (1:200)	4738 (1:200)	-Do-
		RRI Home (UP1 & UP2)	220/11 & 220/5	1:200	218.5-220.5	-	-	1:212	3170 (1:200)	4088 (1:200)	4738 (1:200)	-Do-

Most Critical Location on UDL-PAW-UDL

Sl. No.	Section/ Location	Signal	Location	Reason of criticality				Haulage Capacities for nearest gradient			Remarks	
				Gradient		Curve		Compensated Gradient @ 0.04% per degree increase 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)		WAG-7(HG)/ WAG-9
1.	KJME	UP Home Signal	3/27-4/1	1:200	3/27-4/01		2.25	1:170	2950 (1:172)	3500 (1:172)	4358 (1:172)	Signal through
2.	UKA	DN Home Signal	13/02- 12/32	1:200	13/02-13/00		4.0	1:152	2600 (1:150)	3000 (1:150)	3977 (1:150)	-Do-
3.	UDL	JN Cabin H/SIG.	3/03-2/1	1:200	2/01....		2.0	1:172	2950 (1:172)	3500 (1:172)	4358 (1:172)	-Do-

Note : PAW Siding Sh. Signal no. SH-214 (Position light type)/MACL (19/36-19/38) should be 'OFF' while starting loaded coal pilot ex PSP-1 PSP-2 & Madarboni section.

Critical Location on UDL-PAW-UDL

Sl. No.	Section/ Location	Signal	Location	Reason of criticality				Haulage Capacities for nearest gradient			Remarks	
				Gradient		Curve		Compensated Gradient @ 0.04% per degree increase 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)		WAG-7(HG)/ WAG-9
						Degree (d)	Location					
				Steep- ness 1:D	Location							
1.	UKA	UP HomeSignal	10/31- 11/01	1:200	10/35-11/01	1.25		1:182	2950(1:172)	3500(1:172)	4358(1:172)	-Do-
2.	PAW	UP HomeSignal (West Line)	19/11- 19/13	1:200	19/01-19/03	0.5		1:200	3170	4088	4738	-Do-

Most Critical Location on UP ML STN-JAJ

Sl. No.	Section/ Location	Signal	Location	Reason of criticality				Haulage Capacities for nearest gradient				Remarks
				Gradient		Curve		Compensated Gradient 1:100/ [(100/D)+0.04*d]	WAG-5	WAG-7(LG)	WAG-7(HG)/ WAG-9	
				Steep- ness 1:D	Location	Degree (d)	Location					
1.	SLS	UP Home	225/01	1:175	223.5-232.5	-	-	1:175	2950(1:172)	3500(1:172)	4358(1:172)	Signal through
		UP Starter	226/13	1:175	223.5-232.5	+2.5 -2.5	225.6-226.3 226.4-227.1	1:149 1:149	2600(1:150)	3000(1:150)	3977(1:150)	-Do-
2.	CRJ	UP Home	236/23	1:200	236.2-236.9	M/L2.5 Loop 8°	236.4-237	1:192 1:182	2950(1:172) 1700(1:100)	3500(1:172) 2200(1:100)	4358(1:172) 3002(1:100)	-Do-
3.	JRW	UP Home	283/03	1:200	280.8-282.0	2.5 1.5	280.7-281.5 281.6-283.2	1:167 1:179	2950(1:172) 2950(1:172)	3500(1:172) 3500(1:172)	4358(1:172) 4358(1:172)	-Do-
4.	JSME	UP Home	321/27	1:185	321-322	2.	321.7-322.3	1:161	2950(1:172)	3500(1:172)	4358(1:172)	-Do-
5.	TTN	UP Home	328/19	1:200	326-328.5	2.	328.1-328.8	1:172	2950	3500	4358	-Do-
6.	STL	UP Home	347/03	1:200	344.7-347.3	1.5	346.6-347.4	1:179	2950(1:172)	3500(1:172)	4358(1:172)	-Do-
7.	NRGO	DN Home	358/10	1:100	362.15-354.60	-	-	1:100	1700(1:100)	2200	3002	-Do-
8.	GHN	DN Home	353/32	1:100	-	-	-	1:100	1700(1:100)	2200	3002	-Do-
9.	STL Home	DN Home	348/30	1:100	-	-	-	1:100	1700(1:100)	2200	3002	-Do-

Critical Location on UP ML STN-JAJ

1.	JMT	Home	250/25	1:200	250-251	-	-	1:200	3170	4088	4738	Signal should be through during bad weather
2.	VDS	Home	268/27	1:200	266.32-269	1.25	268.3-268.6	1:182	2950(1:172)	3500(1:172)	4358(1:172)	-Do-
3.	JRW	UP Str. & A/Str.	284/05 284/13	1:200	284.25-289.40	-	-	1:200	3170	4088	4738	-Do-
4.	MUW	UP Home	304/15	1:200	299.5-304.75	0.5	301.2-302.2	1:192	3170(1:200)	4088(1:200)	4738(1:200)	-Do-
5.	GHN	UP Home	353/21	1:250	353.3-354.5	-	-	1:250	3170(1:200)	4088(1:200)	4738(1:200)	-Do-

LEVEL CROSSING GATES OVER ASANSOL DIVISION

Sl. No.	BLOCK SECTION STATION NAME IN CODE	LEVEL CROSSING GATE NO	LOCATION RAILWAY (IN KM/ TP)	"Telephone Communication"	CLASSIFICATION OF GATE SPL, A, B1, B2, C	NORMAL POSITION TO ROAD : COSED-C, OPEN-O	ENGINEERING (E) TRAFFIC (T)	INTERLOCKED (YES/NO)
Khana - Sitarampur section								
1	KAN-GLI	75C/E	121/01-03	KAN	C	C	E	YES
2	KAN-GLI	76/B-1/T	123/01-03	KAN/L	B-1	O	T	YES
3	KAN-GLI	78/Spl/E	124/00-02	GLI	SPL	O	E	YES
4	KAN-GLI	79C/E	126/02-04	GLI	A	C	E	YES
5	KAN-GLI	80C/E	127/17-19	GLI	C	C	E	NO
6	GLI Yard	81Spl/T	129/22-24	GLI	SPL	O	T	YES
7	GLI-PAJ	83/Spl/E	131/17-19	GLI	SPL	O	E	YES
8	PAJ Yard	86/Spl/T	136/33-35	PAJ	SPL	O	T	YES
9	PAJ-MNAE	87/Spl/E	138/21-23	PAJ	SPL	C	E	YES
10	PAJ-MNAE	88/Spl/E	140/00-01	PAJ	SPL	C	E	YES
11	MNAE-PAN	92B/T	144/03-07	MNAE	B	O	T	YES
12	MNAE-PAN	94/C/B/T	145/00-01	MNAE	B	O	T	YES
13	MNAE-PAN	96/SPL/E	147/19-21	PAN	SPL	O	E	YES
14	MNAE-PAN	99/SPL/E	150/09-11	PAN	SPL	O	E	YES
15	MNAE-PAN	102A/T	154/05-07	PAN	A	O	T	YES
16	PAN-RBH	103A/T	155/00-01	PAN	A	O	T	YES
17	PAN-RBH	104/C/T	155/41-43	PAN	C	C	T	YES
18	PAN-RBH	105/C/E	156/15-17	PAN	C	C	E	YES
19	PAN-RBH	106/Spl-1/E	158/15-17	RBH	SPL	C	E	YES
20	PAN-RBH	108/SPL/T	162/00-01	RBH	SPL	O	T	YES
21	RBH-DGR	110/SPL/E	164/12-14	RBH	SPL	O	E	YES
22	RBH-DGR	111/SPL/E	167/0-2	DGR	SPL	O	E	YES
23	RBH-DGR	112/Spl/E	168/12-14	DGR	SPL	O	E	YES
24	DGR-DCOP	114/Spl/T	170/44	DGR	SPL	O	T	YES
25	DCOP-OYR	118/Spl/T	176/26-28	OYR	SPL	O	T	YES
26	OYR-UDL	119/B1/T	179/21	OYR	B1	O	T	YES
27	UDL-RNG	123/C/T	187/9-11	UDL	C	O	T	YES
28	UDL-RNG	125/A/T	189/28-30	BQT	A	O	T	YES
29	NMC-KPK	128Spl/E	199/01-03	NMC	SPL	O	E	YES
30	BQT-UDL LINK	13C/E	4BN/8-9	UDL	C	O	E	NO
31	BCQ-HSME	1/SPL/E	217/H6-H7	BCQ	B	O	E	YES
32	ASN-BCME	1A/T	217/32	HSME/WC	A	O	T	NO
33	BCQ-STN	131C/T	219/21-23	STN	C	C	T	YES

LEVEL CROSSING GATES OVER ASANSOL DIVISION

Sl. No.	BLOCK SECTION STATION NAME IN CODE	LEVEL CROSSING GATE NO	LOCATION!@ RAILWAY (IN KM/ TP)	"Telephone Communication"	CLASSIFICATION OF GATE SPL, A, B1, B2, C	NORMAL POSITION TO ROAD : COSED-C, OPEN-O	ENGINEERING (E) TRAFFIC (T)	INTERLOCKED (YES/NO)
Sitarampur - Pradhankhunta section								
34	ULT-BRR	1A/3T	226/5-7	ULT	A	O	T	YES
35	BRR-KMME	3B/T	231/09-11	KMME	B	O	T	YES
36	KMME-MMU	4B/E	233/27-29	KMME	B	O	E	YES
37	KMME-MMU	5B/T	235/5-7	MMU	B1	O	T	YES
38	MMU Yard	5A/B/T	235/25-27	MMU	B	O	T	YES
39	MMU-TNW	6B/E	238/29-31	MMU	B	O	E	YES
40	MMU-TNW	7 A/T	241/19-21	TNW	A	O	T	YES
41	KAO-CAM	10A/C-UP	249/3-5	KAO	C	O	E	YES
42	KAO-CAM	10C - DN	249/3-4	KAO	C	O	E	YES
43	KAO-CAM	12C/E	251/23-25	CAM	C	C	E	YES
44	CAM-PKA	14C/T	255/25-27	CAM	C	O	T	YES
Sitarampur - Jhajha section								
45	STN-SLS	1C/T	225/15-17	SLS	C	O	T	YES
46	SLS-RNPR	2SPL/E	227/14-15	SLS	SPL	O	E	YES
47	SLS-RNPR	3B/E	230/13-15	RNPR	A	O	E	YES
48	SLS-RNPR	4A/T	232/15-17	RNPR	A	O	T	YES
49	RNPR-CRJ	5/SPL/E	235/01-03	CRJ	SPL	O	E	YES
50	RNPR-CRJ	6/SPL/T	236/41-43	CRJ	SPL	O	T	YES
51	BM-JMT	8A/E	248/19-21	BM	A	O	E	YES
52	JMT-KEE	10/SPL/E	255/25-27	JMT	SPL	O	E	YES
53	KEE	11B/T	259/19-21	KEE	B	O	T	YES
54	KEE-VDS	12C/E	263/11-13	KEE	C	C	E	YES
55	KEE-VDS	13/SPL/E	266/21-23	VDS	SPL	O	E	YES
56	VDS	14/SPL/T	269/01-03	VDS	SPL	O	T	YES
57	MNC-JRW	15/SPL/E	282/29-31	JRW	SPL	C	E	YES
58	JRW-MDP	17C/E	287/13-15	MDP	C	C	E	YES
59	JRW-MDP	18C/E	289/21-23	MDP	C	O	E	YES
60	MDP-NPZ	20/SPL/E	295/33-35	MDP	SPL	O	E	YES
61	NPZ-MUW	21/SPL/E	301/19-21	MUW	SPL	O	E	YES
62	MUW-SNQ	23/SPL/T	304/27-29	MUW	SPL	O	T	YES
63	MUW-SNQ	24/C/E	308/29-309/01	MUW	A	O	E	YES
64	SNQ-JSME	27/SPL/E	316/33-317/01	SNQ	SPL	O	E	YES
65	SNQ-JSME	28/SPL/E	318/01-03	SNQ	SPL	O	E	YES
66	SNQ-JSME	29/SPL/E	319/29-31	JSME	SPL	O	E	YES
67	JSME-TTN	31/SPL/E	327/03-05	TTN	SPL	O	E	YES
68	TTN-LHB	33A/E	336/13-15	LHB	A	O	E	YES
69	LHB-STL	34C/T	338/05-07	LHB	A	O	T	YES
70	LHB-STL	35A/E	342/27-29	STL	A	O	E	YES
71	STL-GHN	36/SPL/T	348/21-23	STL	SPL	O	T	YES
72	NRGO-JAJ	37/SPL/E	361/21-23	NRGO	SPL	O	E	YES

LEVEL CROSSING GATES OVER ASANSOL DIVISION

Sl. No.	BLOCK SECTION STATION NAME IN CODE	LEVEL CROSSING GATE NO	LOCATION RAILWAY (IN KM/ TP)	"Telephone Communication"	CLASSIFICATION OF GATE SPL, A, B1, B2, C	NORMAL POSITION TO ROAD : COSED-C, OPEN-O	ENGINEERING (E) TRAFFIC (T)	INTERLOCKED (YES/NO)
Madhupur - Gridih section								
73	MDP-JGD	4/Spl/E	07/01-02	MDP	SPL	O	E	YES
74	MDP-JGD	2/A/E	02/08-09	MDP	A	O	E	YES
75	JGD-MMD	5B/T	12/04-05	JGD	B-1	O	T	YES
76	JGD-MMD	5/B1/T	17/02-03	JGD	C	O	E	YES
77	MMD-GRD	13 C/E	33/18-19	GRD	C	C	E	NO
Jasidih - Baidyanathdham section								
78	JSME-SSNR	1C/T	0/14-15	JSME	C	O	T	YES
79	JSME-SSNR	2/SPL/E	2/05-06	JSME	SPL	O	E	YES
80	JSME-SSNR	3/SPL/E	3/06-07	JSME	SPL	O	E	YES
Andal - Sainthia section								
81	UDL-KJME	1 A/E	03/09-11	UDL JNC	A	O	E	YES
82	KJME-UKA	04/A/E	08/29-08/31	KJME	A	O	E	YES
83	KJME-UKA	5/C/E	09/23-25	UKA	C	O	E	YES
84	UKA-PAW	6/B/T	12/17-19	UKA	B	O	T	YES
85	KJME-UKA	4/A/E	8/29-8/31	KJME	A	O	E	YES
86	UKA-PAW	7 SPL/E	13/19-21	UKA	SPL	O	E	YES
87	UKA-PAW	9/SPL /T	19/41-20/1	PAW	SPL	O	T	YES
88	PAW-BMGA	10/Sp/T	23/21-23	BMGA	SPL	O	T	YES
89	BMGA-PCR	12/A/E	28/01-02	PCR	SPL	O	E	YES
90	PCR-DUJ	13/B/E	32/02-03	PCR	SPL	C	E	YES
91	PCR-DUJ	14 C/E	33/29-31	DUJ	C	C	E	NO
92	DUJ-CPLE	16 C/E	39/01-03	CPLE	C	C	E	NO
93	CPLE-SURI	18 C/E	47/05-07	CPLE	C	C	E	NO
94	CPLE-SURI	LC(M)4	49/03-04	SURI	C	C	E	NO
95	CPLE-SURI	21/E	52/14-15	SURI	SPL	O	E	YES
96	SURI-KNRI	22 B/T	54/25-27	SURI	B	O	T	YES
97	SURI-KNRI	23 C/E	56/07-08	SURI	C	O	E	YES
98	SURI-KNRI	9/C/E	59/13-15	KNRI	C	C	E	NO
99	SURI-KNRI	12/C/E	61/17-19	KNRI	C	C	E	NO
100	KNRI-SNT	26/SPL/E	64/13-15	KNRI	SPL	O	E	YES
101	KNRI-SNT	27 C/E	65/23-25	KNRI	C	C	E	NO
102	KNRI-SNT	13/C/E	66/15-17	KNRI	C	C	E	NO

LEVEL CROSSING GATES OVER ASANSOL DIVISION

Sl. No.	BLOCK SECTION STATION NAME IN CODE	LEVEL CROSSING GATE NO	LOCATION RAILWAY (IN KM/ TP)	"Telephone Communication"	CLASSIFICATION OF GATE SPL, A, B1, B2, C	NORMAL POSITION TO ROAD : COSED-C, OPEN-O	ENGINEERING (E) TRAFFIC (T)	INTERLOCKED (YES/NO)
Andal - Barabani section								
103	UDL-SSCR	2 Spl/T	03/04-05	JNC	B	O	T	YES
104	UDL-SSCR	4A/T	06/21-23	SSCR	A	O	T	YES
105	TOP-BBI	29/C/E	14/03-04	TOP	C	C	E	NO
106	TOP-BBI	6A/B/E	15/07-08	TOP	B	C	E	NO
107	TOP-BBI	30/C/E	16/08-09	TOP	C	C	E	NO
108	TOP-BBI	6B/B/E	20/03-04	BBI	B2	C	E	NO
109	TOP-BBI	6C/B/E	21/05-06	BBI	C	C	E	NO
110	TOP-BBI	33/C/E	22/20-23/01	BBI	C	C	E	NO
111	TOP-BBI	7B/E	24/6-7	BBI	C	C	E	NO
112	TOP-BBI	7A/C/E	25/02-25/03	BBI	C	C	E	NO
113	TOP-BBI	34/C/T	27/3-4	BBI	C	O	T	YES
114	TOP-BBI	8B/T	27/5-6	BBI	B	O	T	YES
115	BBI-STN	35/C/E	29/5-6	BBI	C	C	E	NO
116	BBI-STN	12B/E	34/04-05	STN	A	O	E	YES
117	BBI-STN	38/C/E	37/08-09	STN	C	C	E	NO
118	SSCR-PARASIA	1 A/B/T	08/10-11	SSCR	B	O	T	YES
119	TOP-BBI CHORD	1/C/T	0/11-12	TOP	C	O	E	YES
120	TOP-BBI CHORD	2/C/E	02/07-08	TOP	C	C	E	NO
121	TOP-BBI CHORD	3/C/E	03/13-14	TOP	C	C	E	NO
122	TOP-BBI CHORD	4/C/E	05/02-03	TOP	C	C	E	NO
123	TOP-BBI CHORD	5/C/E	07/1-2	BBI	C	C	E	NO
124	TOP-BBI CHORD	6/C/E	8/15-16	BBI	C	C	E	NO
125	TOP-BBI CHORD	7/C/E	9/07-08	BBI	C	C	E	NO
126	TOP-BBI CHORD	10/C/E	11/17-18	BBI	C	C	E	NO
127	TOP-BBI CHORD	11/C/E	13/14-15	BBI	C	C	E	NO
128	TOP-BBI CHORD	12/C/T	15/13-14	BBI	C	C	T	YES

LEVEL CROSSING GATES OVER ASANSOL DIVISION

Sl. No.	BLOCK SECTION STATION NAME IN CODE	LEVEL CROSSING GATE NO	LOCATION RAILWAY (IN KM/ TP)	"Telephone Communication"	CLASSIFICATION OF GATE SPL, A, B1, B2, C	NORMAL POSITION TO ROAD : COSED-C, OPEN-O	ENGINEERING (E) TRAFFIC (T)	INTERLOCKED (YES/NO)
Jasidih - Dumka section								
129	DGHR-GRMA	2/C/E	11/4-5	DGHR	C	C	E	NO
130	DGHR-GRMA	4/C/E	15/3-4	DGHR	C	C	E	NO
131	DGHR-GRMA	6/C/E	18/2-3	GRMA	C	C	E	YES
132	DGHR-GRMA	8/C/E	20/2-3	GRMA	C	C	E	NO
133	DGHR-GRMA	10/C/E	21/2-3	GRMA	C	C	E	NO
134	DGHR-GRMA	11/C/E	22/8-9	GRMA	C	C	E	NO
135	DGHR-GRMA	12/C/E	23/7-8	GRMA	C	C	E	NO
136	DGHR-GRMA	13/C/T	25/9-25/10	GRMA	C	O	T	YES
137	GRMA-BSKH	14/C/E	34/1-2	GRMA	C	C	E	NO
138	GRMA-BSKH	15/C/E	42/1-2	BSKH	C	C	E	NO
139	GRMA-BSKH	17/C/E	48/0-1	BSKH	C	C	E	NO
140	DUMK-BRPS	41/C/E	106/04-05	DUMK	C	C	E	NO
141	DUMK-BRPS	42/C/E	107/00-01	DUMK	C	C	E	NO
DGHR - BANKA								
142	DGHR-CNDN	1/C/E	9/17-9/18	CNDN	C	C	E	NO
143	KTOR-KARJ	2/C/E	40/03-40/04	KTOR	C	C	E	NO
MHUR-HSDA								
144	MHUR-HRLT	1/SPL/E	02/14-02/15	MHUR	SPL	C	E	YES
145	HRLT-HSDA	50/C/E	35/06-35/07	HSDA	C	C	E	NO

NOTE - 1 : LC Gate No. 85/C/E(PAJ-MNAE), 1/C/E(MDP-JGD), 5/SPL/E(SSNR-BDME), 6/B/E(SSNR-BDME), 6/B/T(SSCR-TOP) are closed.

LIST OF STATION OVER ASANSOL DIVISION

Sl. No.	NAME OF STATION	CODE	CLASS
1	Khana Link	KANL	SPL
2	Galsi	GLI	SPL
3	Paraj	PAJ	SPL
4	Mankar	MNAE	SPL
5	Panagarh	PAN	SPL
6	Rajbandh	RBH	SPL
7	Durgapur	DGR	SPL
8	Durgapur Coke Oven Plant	DCOP	SPL
9	Waria	OYR	SPL
10	Pinjarapol	POL	SPL
11	Andal RRI	UDL	SPL
12	Baktarnagar	BQT	SPL
13	Raniganj	RNG	SPL
14	Nimcha	NMC	SPL
15	Kalipahari	KPK	SPL
16	Asansol East Cabin	ASNE	SPL
17	Asansol RRI	ASN	SPL
18	Asansol Junction Cabin	ASNJ	SPL
19	Barachak	BCQ	SPL
20	Sitarampur EOC	STN	SPL
21	Sitarampur RRI	STN	SPL
22	Sitarampur West cabin	STN	SPL
23	Sitarampur Link	STNC	SPL
24	Salanpur	SLS	B
25	Rupnarayanpur	RNPR	B
26	Chittaranjan	CRJ	B
27	Bodma	BM	IBH
28	Jamtara	JMT	B
29	Kaseetanr	KEE	B
30	Vidyasagar	VDS	B
31	Madankatta	MNC	B
32	Joramow	JRW	B
33	Madhupur Junction	MDP	B
34	Nawapatra	NPZ	C
35	Mathurapur	MUW	SPL
36	Shankarpur	SNQ	B
37	Jasidih Junction	JSME	B
38	Deoghar Junction	DGHR	B
39	Chandan	CNDN	B
40	Katoriya	KTOR	B
41	Karjhausa	KARJ	B
42	Ghormara	GRMA	B
43	Basukinath	BSKH	B
44	Dumka	DUMK	B
45	Tulsitanr	TTN	B
46	Lahabon	LHB	B
47	Simultala	STL	B
48	Ghorparan	GHN	SPL
49	Narganjo	NRGO	C
50	Jagadishpur	JGD	B
51	Mahesmunnda	MMD	B
52	Giridih	GRD	B
53	Kulti link	ULTL	SPL
54	Kulti	ULT	SPL

Sl. No.	NAME OF STATION	CODE	CLASS
55	Barakar	BRR	SPL
56	Kumardubi	KMME	SPL
57	Mugma	MMU	SPL
58	Thaparnagar	TNW	SPL
59	Kalubathan	KAO	SPL
60	Chotaambona	CAM	SPL
61	Andal Junction CABIN	JUNC	B
62	Kajoragram	KJME	B
63	Ukhra	UKA	B
64	Pandabeswar	PAW	B
65	Pandabeswar CABIN	PAW	B
66	Bhimgara	BMGA	B
67	Panchra	PCR	B
68	Dubrajpur	DUJ	B
69	Chinpai	CPL	B
70	Siuri	SURI	B
71	Kunuri	KNRI	B
72	Barabani	BBI	B
73	Tapasi	TOP	B
74	Sonachara	SSCR	B
75	Mohanpur Junction	MHUR	B
76	Harlatanr	HRLT	B
77	Ishan Chandi Halt	INCI	D
78	Kumrabad Rohini	KBQ	D
79	Satsangnagar H	SSNR	D
80	Baidyanathdham	BDME	D
81	Arjun Nagar H	ANNP	D
82	Talwa Bazar H	TLB	D
83	Rajla H	RJLA	D
84	Siduli F	SXD	D
85	Kachujor	KOX	D
86	Mahishadahari	MWZ	D
87	Sugapahari(TP No. 7/11)	SAPT	D
88	Sugapahari(TP No. 6/3)	SGPA	D
89	KB Sahay Halt	KBSH	D
90	Sirsa Nunthar H	SSNT	D
91	Dhanpatdih	DPDH	D
92	Chandan Pahari F	CNPI	D
93	Jama F	JAMA	D
94	New Madanpur F	NPUR	D
95	Bhalua H	BHAU	D
96	Kakbara H	KKBA	D
97	New Nawadih H	NNWH	D
98	Kharaidih	KHAA	D
99	Kakani	KAKI	D
100	Chinchuria	CCR	D
101	Jamuria	JMA	D
102	IKRA Junction	IKRA	D

'SPL' CLASS	33
'B' CLASS	40
'C' CLASS	02
'IBH' CLASS	01
'D' CLASS	26
Grand Total	102

Asansol Division - Signals which are not located on immediate left side of respective track.									
Sl. No.	Division	Section	Station/Block section name	Signal No.	Signal Type (Distant/ Double Distant/Home/Inter-Home/Stater/Inter-Stater/Adv Stater/ IBS/Gate/Auto)	Location (Right/Far Right/Far Left)	Listed in booklet given to drive (Yes/No/ Booklet not given)	Listed in working Time Table (Yes/No)	Covered in simulator (Yes/No/Section is not in simulator)
1	ASN	KAN - PKA	Block section gate LC 75/C/E (KAN-GLI)	SL-3	Up L-1 Gate Stop signal	Far Left			
2	ASN	KAN - PKA	Station section gate LC 76/C/T (KAN/LC)	1/DSL3	Up L-1 Gate Stop signal.	Far Left			
3	ASN	KAN - PKA	Station section gate LC 76/C/T (KAN/LC)	D1-1	Up L-1 Inner Distant signal.	Far Left			
4	ASN	KAN - PKA	Block section gate LC 79/A/E (KAN-GLI)	SL-3	Up L-1 Gate Stop signal	Far Left			
5	ASN	KAN - PKA	Block section gate LC 79/A/E (KAN-GLI)	D1-SL3	Up L-1 Inner Distant signal.	Far Left			
6	ASN	KAN - PKA	Block section gate LC 79/A/E (KAN-GLI)	D1-SL2	Dn L1 Inner Distant signal.	Far Left			
7	ASN	KAN - PKA	Block section gate LC 79/A/E (KAN-GLI)	D2-SL2	Dn L1 Distant signal.	Far Left			
8	ASN	KAN - PKA	GLI	D1-1	Up L-1 Inner Distant Signal	Far Left			
9	ASN	KAN - PKA	GLI	D2-1	Up L-1 Distant Signal	Right			
10	ASN	KAN - PKA	GLI	S-5	Up L-1 Starter signal	Right			
11	ASN	KAN - PKA	PAJ	D2-1	Up L-1 Distant Signal	Right			
12	ASN	KAN - PKA	PAJ	D1-1	Up L-1 Inner Distant Signal	Right			
13	ASN	KAN - PKA	MNAE	S-14	Dn L1 Intermediate Starte signal.	Far Left			
14	ASN	KAN - PKA	MNAE	D2-1	Up L-1 Distant Signal	Far Left			
15	ASN	KAN - PKA	Block section gate LC 96/B/E (MNAE-PAN)	SW-3	UpL1 Gate Stop Signal	Far Left			
16	ASN	KAN - PKA	Block section gate LC 96/B/E (MNAE-PAN)	D1-SW3	Up L1 Inner Distant signal.	Far Left			
17	ASN	KAN - PKA	Block section gate LC 96/B/E (MNAE-PAN)	D2-SW3	Up L1 Distant signal	Far Left			
18	ASN	KAN - PKA	Block section gate LC 99/A/E (MNAE-PAN)	SW-3	UpL1 Gate Stop signal.	Far Left			
19	ASN	KAN - PKA	Block section gate LC 99/A/E (MNAE-PAN)	D1-SW3	Up L1 Inner Dist signal.	Far Left			
20	ASN	KAN - PKA	Block section gate LC 99/A/E (MNAE-PAN)	D2-SW3	Up L1 Distant signal	Far Left			
21	ASN	KAN - PKA	PAN	D2-1	Up L-1 Distant signal	Far Left			
22	ASN	KAN - PKA	Block section gate LC 105/C/E (PAN-RBH)	SL-1	Up L-1 Gate Stop signal	Far Left			
23	ASN	KAN - PKA	Block section gate LC 105/C/E (PAN-RBH)	SL-2	Dn L-1 Gate Stop signal	Far Left			
24	ASN	KAN - PKA	RBH	D2-1	Up L1 Distant signal	Far Left			
25	ASN	KAN - PKA	RBH	D1-1	Up L-1 Inner Distant Signal	Right			
26	ASN	KAN - PKA	Block section gate LC 110/Sp/E (RBH-DGR)	SW3	UpL1 Gate Stop Signal	Far Left			
27	ASN	KAN - PKA	Block section gate LC 111/Sp/E (RBH-DGR)	D2-SL3	Up L-1 Gate Distant signal	Far Left			
28	ASN	KAN - PKA	DGR	S-22	Commo Loop Starter (HWH end)	Right			
29	ASN	KAN - PKA	Block section gate LC 118/Sp/ (DCOP-DGR)	SW-2	Up L-1 Gate stop Signal	Far Right			
30	ASN	KAN - PKA	POL	S-2	Dn L-1 Starter Signal	Right			
31	ASN	KAN - PKA	UDL E.I.	S-6	Dn L-1 Intermediate Starter Signal	Right			
32	ASN	KAN - PKA	UDL E.I.	S-32	Branch Line Dn Intermediate Home Signal	Right			
33	ASN	KAN - PKA	UDL E.I.	S-2	Dn L-1 Adv. Starter signal	Far Left			
34	ASN	KAN - PKA	KPK	S-1	Up L-1 Home Signal	Right			
35	ASN	KAN - PKA	KPK	D1-32	Dn L-1 Inner Distant signal	Far Left			
36	ASN	KAN - PKA	ASN/RI	S-5	Up L1 Home Signal	Right			
37	ASN	KAN - PKA	ASN/RI	S-14	Dn Starte Signal of Line-5	Right			

Sl. No.	Division	Section	Station/Block section name	Signal No.	Signal Type (Distant/ Double Distant/Home/Inter-Home/Stater/Inter-Stater/Adv.Stater/ IBS/Gate/Auto)	Location (Right/Far Right/Far Left)	Listed in booklet given to drive (Yes/No/ Booklet not given)	Listed in working Time Table (Yes/No)	Covered in simulator (Yes/No/Section is not in simulator)
38	ASN	KAN - PKA	STN/IRRI	S-3	Up L-1 Home Signal	Right			
39	ASN	KAN - PKA	STN/IRRI	S-7	Up Main GC Starter Signal	Far Right			
40	ASN	KAN - PKA	STN/EOC	S-18	Starter signal of Dep. Line	Right			
41	ASN	KAN - PKA	ULT	S-10	Up Goods line Starter Signal	Right			
42	ASN	KAN - PKA	KMME	S-3	Up Main line Starter Signal	Far Right			
43	ASN	KAN - PKA	MMU	S-4	Dn Main line Starter Signal	Right			
44	ASN	KAN - PKA	MMU	S-11	Up Reception GR-I Starter Signal	Far Left			
45	ASN	KAN - PKA	MMU	S-7	Up Reception GR-II Starter Signal	Far Left			
46	ASN	KAN - PKA	Automatic block section (MMU-TNW)	A-11	Automatic signal	Right			
47	ASN	KAN - PKA	TNW	S-2	Up Home Signal	Right			
48	ASN	KAN - PKA	TNW	S-3	Up Starter Signal	Far Right			
49	ASN	KAN - PKA	Automatic block section (TNW-KAO)	A-17	Automatic signal	Right			
50	ASN	KAN - PKA	KAO	S-3	Dn Main line Home Signal	Right			
51	ASN	KAN - PKA	KAO	S-15	Up Loop Line Starter signal	Right			
52	ASN	KAN - PKA	CAM	S-1	Up Main line Home Signal	Far Right			
53	ASN	KAN - PKA	CAM	Str. Indicator for S-4	Starter Indicator for Dn Main line Starter signal	Right			
54	ASN	STN-JAJ	SLS	S-10	Dn Starte signal on Damaguria line	Right			
55	ASN	STN-JAJ	SLS	S-4	Dn Main line Starter Signal	Far Right			
56	ASN	STN-JAJ	JMT	S-9	UP Starter Signal on Dn Main line	Right			
57	ASN	STN-JAJ	JMT	S-11	UP Starter Signal on Dn loop line	Right			
58	ASN	STN-JAJ	MDP	S-81	Starter Signal of Line No. 5	Right			
59	ASN	STN-JAJ	MDP	S-79	Starter Signal	Right			
60	ASN	STN-JAJ	JMT	S-4	Dn Main line Starter signal	Far Left			
61	ASN	STN-JAJ	MDP	S-33	Up Main line Starter signal	Far Left			
62	ASN	UDL-SNT	UDL/JN.	S-13	Dn. Starter Signal (KJME lime)	Right			
63	ASN	UDL-SNT	PAW	S-28	UP west line Home	Right			
64	ASN	UDL-SNT	PAW/JN.	S-20	UP east line Home	Right			
65	ASN	UDL-SNT	PAW/JN.	S-21	DN west line Advance starter	Right			
66	ASN	UDL-SNT	PAW/JN.	D-20	UP east line Distant	Right			

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RAILWAY BOARD'S INSTRUCTIONS REGARDING SPEED OF TRAINS.

(BOARD'S MESSAGE No. 98/Chg-II/2/2 dated 04.05.2000)

Ministry of Railways have decided that all Mail/Express trains should run at maximum permissible speed even under normal circumstance, that is even when the trains are not running late, subject to observance of Permanent / Temporary speed restrictions in force.

All Loco Pilot of Mail/ Express trains should run at Maximum Permissible Speed accordingly.

PREVENTION LEVEL CROSSING ACCIDENTS

At unmanned level crossings, there is always a chance of a careless motorist, bus driver or a cart man who may be asleep, coming in our path. To avoid this :-

INTERMITTENT WHISTLE CONTINUOUSLY FROM THE 'W/L' BOARD UNTIL YOU HAVE PASSED THE CROSSING, WHETHER USE ANY TRAFFIC OR NOT.

AT NIGHT, ENSURE THE HEAD LIGHT IS BRIGHTLY LIT. BE PREPARED TO STOP IF YOU OBSERVE ANY OBSTRUCTION.

No bullock Cart of any type of road vehicle stands a chance against giant engines travelling at high speed. At manned level crossing your alertness may mitigate the seriousness of an accident or avoid it altogether. In case a careless Gateman has left a Gate open.

Remember, poor village folk and even bus and lorry drivers are not as intelligent as you. If you consider the possibility of their doing the wrong thing, you will always be alert when approaching level crossings.

At interlocked gates, pass defective Gate signals with 'G' and 'AG' Marker as per GR & SR 3.73 and 9.15 respectively.

DEFINITIONS

(a) Maximum Permissible Speed is the maximum speed sanctioned by the Commissioner of Railway Safety for each section, which must never be exceeded in any circumstances.

(b) Booked Speed is the speed at which a train is booked to run.

N.B.: As per Railway Board's order vide No. 2005/CHG-II/2/2/Zero Base Pt-A dated 19.01.2006 all the trains are booked to run on Maximum permissible speed. Accordingly in the working Time Table booked speed has been shown as Maximum-cum-booked speed.

(c) Normal Running Time between stations is calculated from the maximum-cum-booked speed with additions for acceleration, deceleration, permanent speed restrictions in force and the time required to negotiate any gradients and any other timings factors affecting the speed.

On triple or quadruple line section, passenger trains are allowed to run via M/L normally, in case of running a train on other than M/L indicated by foot note in the Working Time Table.

Note:- (i) Permanent Speed Restrictions are the restrictions imposed in a section or sub-section which remain in force throughout the currency of the working Time Table and the time lost for observing these restrictions is included in the normal working time. No Caution Order is issued in respect of such restrictions.

(ii) Temporary Speed Restrictions are the restrictions which remain in force temporarily during the currency of the Working Time Table. As they may be imposed from time to time and are not notified in the Time Table, Specific Caution Orders are issued in respect of each individual restriction.

In order to recover the loss of time on account of such temporary restrictions, an adhoc extra time is usually allowed either at the end of each section or in the suitable part of the section. This is indicated in the timings portion of WTT against each train.

(d) Timings at Road side stations in Public Time Table.- In Public Time Table where only one time has been shown against roadside station, the trains have a brief halt. This time corresponds to “arrival” time as shown in the Working Time Table against the station.

(e) Timings in Italic in Working Time Table.- A passenger train may start before time from a crossing or precedence station when the train, which it is booked to cross or give precedence to, is running late. In such cases the timings in the Working Time Table are printed in italics and earlier departure is given in the Public Time Table. Timings are also shown in Italics & bold at Station where halts are not for public.

(f) A train must on no account be started before the departure time given in the Public Time Table.

(g) For Suburban trains, certain Local Passenger trains and light train where only one timing is indicated, indicates that the trains will stop at the station only for half a minute. If the trains run through certain Stations, the run through time will also be shown in italics in Working Time Table.

(h) Precedence to peak-hour locals in Howrah and Sealdah Divisions.-- Morning peak-hour locals are normally not to be detained for precedence to any Mail or Express trains on working days, except when so scheduled.

(i) Time Allowed for Halts.- The time allowed for halts has been included in the running time.

(j) Luggage by Suburban Trains.- Luggage will not be booked by any Suburban Train except where specifically permitted.

II

UNIVERSAL SPEED RESTRICTIONS

(a) Electric Locomotives when running Light may be running at the following speeds:-

W A M - 4	110 Kmph	Diesel Engine:-	
W A P - 1,4,5	130 "	W D G - 4	100 Kmph
W A P - 7	130 "	W D M - 2/3A	100 "
W A G - 5 (Hit)	80 "	W D G - 3A	100 "
W A G - 7	100 "	W D M - 3D	100 "
W A G - 9	100 "	W D P - 4	130 "
W A G - 5 (TAO)	105 "	W D S - 6	65 "
W A G - 9 H	100 "		

General.- The following important speed restrictions apply universally and must not be exceeded -

(A) When entering a Loop or passing over 1 in 12 turn-out @ 15kmph.

Note (i) 30 Kmph speed instead of 15 Kmph shall be permitted over 1 in 12 inter locked turnouts with curved switches of 52 Kg./60 Kg. rails on PSC sleepers or 1in 8½ inter locked symmetrical split with curved switches of 52 Kg./60 Kg. rails laid on PSC sleepers on the following stations :

(a) Mugma	Up & Dn. 1st loop	1 in 12 curved switches
(b) Kalubathan	Up & Dn. loop	1 in 12 curved switches
(c) Chhota Ambona	Up & Dn. loop	1 in 12 curved switches

Authority: CRS/EC's letter No. 3098/04/491/H dated 06.04.2004 and CPTM/E. Rly./Kolkata's letter No. TT 582/CRS sanction dated 23.03.2005.

Note(ii) 30 Kmph speed instead of 15 Kmph shall be permitted over turn out No. 5E (HWH end) from up line 2 to turn in curve (Fly over line) in Khana yard of Howrah Division.

Authority : CRS/EC's letter No. 1020/06/858/H dated 01.02.2006

Note (iii) CRS/Eastern Circle vide his letter No. 3098/06/39/H dated 04.08.2006 raising of Maximum Permissible speed on Turnouts/Loops from 15 Kmph. to 30 Kmph. for Trains while entering/leaving the loops at various Stations in Kh-Sitarampur section of Asansol Division as mentioned below :

Sl. No	Stations	Loop on which speed increased to 30 Kmph.
1.	Kalipahari	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
2.	Nimcha	(i) DN-II to DN-I only.
3.	Raniganj	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
4.	Bakhtarnagar B.H.	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I. (iii) Point No. 53B & 54(Down line II to DN DSP line) (iv) Point No. 51A & 50(UP DSP line to UP line No. II) (v) Associated Turn-in-curve at Bakhtarnagar B. H. Station.
5.	Andal Jn.	(i) UP-I to UP-II only. (ii) DN-I to DN-II and DN-II to DN-I.
6.	Waria	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
7.	Durgapur	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
8.	Rajbandh	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
9.	Panagarh	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II only
10.	Mankar	(i) UP-I to UP-II and DN-II to DN-I. (ii) DN-I to DN-II and DN-II to DN-I.
11.	Paraj	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.
12.	Galsi	(i) UP-I to UP-II and UP-II to UP-I. (ii) DN-I to DN-II and DN-II to DN-I.

Authority : CRS/EC's letter No. 1020/Raising speed /15/49/H Dt. 29.4.2015 raising of Maximum permissible speed on turn-in-curves of line No. 13 (1st Up loop) from 15 kmph to 30 kmph at Barakar Station in Sitarampur-Pradhankhunta section of Asansol Division.

Sl. No.	Station	Loop on which speed increased to 30 kmph
1.	Barakar	i) Point No. 101B (Up GC to 1st Up Loop/Line no. 13 ii) Point No. 101 (1st Up Loop/Line No. 13 to Up GC

III

AUTHORITY : (iv) : CRS/Eastern Circle vide his letters No. :1020/Raising/Speed/12/1419/H dated 02.02.2012 and No. 3098/13/292/H dated 12.06.2013 has accorded sanction for Raising of Speed of trains from 15Kmph to 30 Kmph over the following points and asso-ciated loops and turn-in-curves between Sitarampur-Ghorparan and Andal-Sainthia section of Asansol Division respectively.

Sl.No.	Name of the Station	Over route	Points (to be negotiated)
1.	Sitarampur	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 106 A ii) 58 A iii) 57 B iv) 107 B
2.	Salanpur	i) UP M/L to UP Loop ii) UP Loop iii) UP Loop to UP M/L iv) DN M/L to DN Loop v) DN Loop to DN M/L	i) 65 B ii) 66 A, 55 A iii) 53 A iv) 52 B v) 61 A
3.	Rupnarayanpur	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 54 B ii) 50 A
4.	Chittaranjan	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52 B ii) 55 A iii) 53 B iv) 51 A
5.	Jamtara	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 62 B ii) 53 A iii) 52 B iv) 61 A
6.	Vidyasagar	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 59 B ii 54 A iii) 52 B iv) 58 A
7.	Joramow	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 51 B ii) 53 A
8.	Madhupur	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop v) DN Loop to DN M/L	i) 103 A ii) 114 B iii) 117 B iv 116 A, 111 A v) 102 A
9.	Mathurapur	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 51 A ii) 52 A
10.	Jasidih	i) UP M/L to UP Loop (Common Loop) ii) UP Loop (Common Loop) to UPM/L	i) 103, 104 ii) 134 B, 137 B
11.	Tulsitanr	i) DN M/L to DN Loop ii) DN Loop to DN M/L	i) 52 B ii) 55 A
12.	Lahabon	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 55 B ii) 52 B
13.	Simultala	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 54 B ii) 56 A iii) 55 B iv) 53 A
14.	Ghorparan	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 51 B ii) 52 A
15.	Pandabeshwar	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 79 B ii) 65 A iii) 56 B, 62 iv) 75 A
16.	Panchra	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 56 B ii) 52 A iii) 53 B iv) 55 A
17.	Dubrajpur	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 54 B ii) 55 A iii) 56 B iv) 52 A
18.	Chinpai	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 66 B ii) 55 A
19.	Siuri	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 54 B ii) 55 A iii) 58, 56 B (N) iv) 52 A
20.	Kunuri	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52, 54 (N) ii) 61 A iii) 60 B iv) 57 A

IV

Authority : PCE/ER/KKK's letter No. W(8)/552/26/Vol.II/Deoghar-Banka/30 KMPH dated 15.12.2020 Raising of Maximum speed limit from 15 Kmph to 30 Kmph for Passenger / goods train on first passenger loop line and connecting turnout / crossover to main line in UP & DN direction over Deoghar - Banka section in Asansol Division.

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Deoghar	Main line to DHGR – Banka Line	56A 56B
2	Chandan	Main Line - Common Loop Line No.1	51B 51A
		Common Loop Line No.1 - Main Line	53A 53B
		Main Line - Common Loop Line No.3	54B 54A
		Common Loop Line No.3 - Main Line	52A 52B
3	Katuria	Main Line - Common Loop Line No.1	51B 51A
		Common Loop Line No.1 - Main Line	53A 53B
		Main Line - Common Loop Line No.3	54B 54A
		Common Loop Line No.3 - Main Line	52A 52B
4	Kharjhousa	Main Line - Common Loop Line No.1	51B 51A
		Common Loop Line No.1 - Main Line	54A 54B
		Main Line - Common Loop Line No.2	55B 55A
		Common Loop Line No.2 - Main Line	52A 52B

Authority : CRS/E. Circle vide his Letter No. 1020/Raising Speed/19/491 dtd. 26.09.2019 has accorded sanction for Raising of Speed of trains from 15 Kmph to 30 Kmph over the following points and associated Loops of Jasidih (Excl.) - Dumka section of Asansol Division.

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Deoghar	M/L to Common Loop/Line-1	52B, 52A
		Common Loop/Line-1 to M/L	53A, 53B
		M/L to Common Loop/Line-3	54B, 54A
		Common Loop/Line-3 to M/L	51A, 51B
2	Ghormara	Up M/L to Up Loop	51B, 51A
		Up Loop to Up M/L	53A, 53B
		Dn M/L to Dn Loop	54B, 54A
		Dn Loop to Dn M/L	52A, 52B
3	Basukinath	Up M/L to Up/Common Loop	54B, 54A
		Up Loop to Up M/L	52A, 52B
		Dn M/L to Dn/Common Loop	51B, 51A
		Dn Loop/Common to Dn M/L	53A, 53B
4	Dumka	Up M/L to Common Line-1	54B, 54A
		Up M/L to Main Line/Line-2	61B, 61A

Notes: Only the locomotives with speedometers/speed recorders in working condition will be permitted to take Points, Crossings, Loops and Turn-in-Curves at speeds more than 15kmph. In case the speedometers/speed recorders are out of order at the starting station or fails on the run, drivers will observe a speed restriction of 15 kmph or less on the Points, Crossings, Loops and Turn-in-Curves.

V

Authority: Vide Joint Safety Certificate No. 03/2022, maximum permissible speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the Single line at Jagadishpur & Maheshmunda Stations between Madhupur and Giridih section in Asansol Division:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Jagadishpur	SL to Common Loop Line & Vice versa	51B & 51A
		Common Loop Line to SL & Vice versa	53A & 53B
2	Maheshmunda	SL to Common Loop Line & Vice versa	51B & 51A
		Common Loop Line to SL & Vice versa	55A & 55B

Authority : Vide Joint Safety Certificate No- 04/2024-25, maximum permissible speed has been increased from 15 kmph to 30 kmph for passenger and freight trains while passing on crossover at Barakar (BRR) station in Sitarampur (STN) - Pardhunkhunta (PKA) section of Asansol Division over Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Barakar	DN GC-DN SL	113A
			113B

Authority: Vide Joint Safety Certificate No. 13/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph while passing over cross-over on main line and its connecting turnouts at Kajoram and Ukhra Station in UDL-SNT section of ASN Division over Eastern Railway:

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1.	Kajoragram	East line-West line	53B
2.		West line-East line	53A
3.		East line-West line	53B
4.		West line-East line	58B
5.	Ukhra	East line-West line	58A
6.		West line-East line	58A
7.		East line-West line	58B
8.		West line-East line	54B
9.		East line-West line	54A
10.		West line-East line	54A
11.		East line-West line	54B
12.		West line-East line	55B
		East line-West line	55A
		West line-East line	55A
		East line-West line	55B
		West line-East line	51B
		East line-West line	51A
		West line-East line	51A
		East line-West line	51B
		West line-East line	61B
		East line-West line	61A
		West line-East line	61A
		East line-West line	61B

VI

Authority: Vide Joint Safety Certificate No. 12/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph while passing over cross-over on main line and its connecting turnouts at Sonachara, Tpsi and Barabani Station in UDL-STN section of ASN Division over Eastern Railway:

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1.	Sonachara	East line-West line	59B
			59A
2.		West line-East line	59A
			59B
3.	Topsi	East line-West line	52B
			52A
4.		West line-East line	52A
			52B
5.	Barabani	East line-West line	53B
			53A
6.		West line-East line	53A
			53B
7.		West line-East line	54B
			54A
8.		East line-West line	54A
			54B
9.		Main Line-Loop Line 2	60B
			60A
10.		Loop Line 2-Main Line	60A
			60B
11.		TB Chord line-Loop Line 1	57B
			57A
12.		Loop line 1-TB Chord line	57A
			57B
13.		Loop line 1-Main line	52A
			52B
14.		Main Line-Loop Line-1	52B
			52A

Authority : CRS/Eastern Circle vide his letter No. 3098/13/1015/H dated 17..12.2013 has accorded sanction for Raising of Speed of trains from 15Kmph to 30 Kmph over the following points and turn -in-curves over Dankuni (Excluding) - Khana(Including) (Barddhaman exempted) multiple line sections in Howrah Division.

No. 1. Section - Dankuni (Excluding) - Khana (Including) (Barddhaman Exempted)

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1.	Janai Road	Up HBC to Up Loop. UP Loop to Up HBC.	47B, 47A 96A (N), 96B
2.	Baruipara	Up HBC to Up Loop. UP Loop to Up HBC.	35A, 35B 82A(N),82B
3.	Chandanpur	UP HBC to 1st Up Loop. 1st Up Loop to Up HBC. Dn HBC to 1st Dn Loop. 1st Dn Loop to Dn HBC.	56,57B, 58 63B, 64A(N),64B 61,60B(N), 66 54B, 53A, 53B
4.	Cheragram	UP HBC to Up Loop. Up Loop to Up HBC. Dn HBC to Dn Loop. Dn Loop to Dn HBC.	53B, 53A 56A(N), 56B 55B, 55A 54A, 54B
5.	Gurap	UP HBC to Up Loop. Up Loop to Up HBC. Dn HBC to Dn Loop. Dn Loop to Dn HBC.	54B, 54A 57A(N), 57B 55B, 55A 53A, 53B
6.	Jaugram	Up HBC to Up Loop. UP Loop to Up HBC. Dn HBC to Dn Loop. Dn Loop to Dn HBC.	54B, 54A 57A, 57B 55B, 55A 53A,53B
7.	Masagram	Up HBC to Up Loop. UP Loop to Up HBC. Dn HBC to Dn Loop. Dn Loop to Dn HBC.	55B, 55A, 62B (N) 54A, 54B 53B, 53A 56A, 56B
8.	Palla Road	Up HBC to Up Loop. UP Loop to Up HBC.	54B, 54A 53A, 53B
9.	Saktigarh	Dn Main to Dn Loop. Dn Loop to Dn Main.	52B/W, 52A/W 51B/E, 51A/E

VII

No. 2. Section - Dankuni (Excluding) - Khana (Including) (Barddhaman Exempted)

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1.	Janai Road	Up HBC to Up Rev. (HWH End) Up Rev. to Up HBC 2nd cross - over (KAN End) Dn Rev. to Dn HBC 2nd cross - over (KAN End) Dn HBC to Dn Rev. (HWH End) Up HBC to Up Rev. (KAN End)	41B, 41A 90A, 90B 95B, 95A 42A, 42B 84A, 84B
2.	Baruipara	Dn HBC to Dn Rev. (KAN End) Dn Rev. to Dn HBC (HWH End) Dn HBC to Dn Rev. (HWH End)	83B, 83A 33A, 33B 51A, 51B
3.	Kamarkundu	Dn Rev. to Dn HBC (HWH End) Up HBC to Up Rev. (KAN End)	52A, 52B 65A, 65B
4.	Chandanpur	Up Rev.to Up HBC (HWH End) Dn Rev. to Dn HBC 1st cross - over (KAN End) Dn Rev. to Dn HBC 2 nd cross - over (HWH End) Dn HBC to Dn Rev. (HWH End) Up HBC to Up Rev. (HWH End)	55B, 55A 62B, 62A 51A, 51B 52A, 52B 41B, 41A
5.	Belmuri	Up Rev. to Up HBC (KAN End) Dn Rev. to Dn HBC (KAN End) Dn HBC to Dn Rev. (HWH End)	44A, 44B 43B, 43A 40A, 40B
6.	Cheragram	Up Rev. to Up HBC (KAN End) Up HBC to Up Rev. (HWH End) Dn Rev. to Dn HBC (KAN End) Dn HBC to Dn Rev. (HWH End)	58A, 58B 51B, 51A 57B, 57A 52A, 52B
7.	Gurap	Up Rev. to Up HBC (HWH End) Up HBC to Up Rev. (KAN End) Dn Rev. to Dn HBC (KAN End) Dn HBC to Dn Rev. (HWH End)	52B, 52A 58A, 58B 56B, 56A 51A, 51B
8.	Jaugram	Up Rev. to Up HBC (HWH End) Up HBC to Up Rev. (KAN End) Dn Rev. to Dn HBC (KAN End) Dn HBC to Dn Rev. (HWH End)	52B, 52A 58A, 58B 56B, 56A 51A, 51B
9.	Masagram	Up Rev. to Up HBC (HWH End) Up HBC to Up Rev. (KAN End) Dn Rev. to Dn HBC 1st Cross- over (KAN End) Dn Rev. to Dn HBC 2 nd Cross- over (HWH End) Dn HBC to Dn Rev. (HWH End)	57B, 57A 51A, 51B 52B, 52A 59A, 59B 58A, 58B
10.	Palla Road	Up Rev. to Up HBC (HWH End) Up HBC to Up Rev. (KAN End) Dn Rev. to Dn HBC (KAN End) Dn HBC to Dn Rev. (HWH End)	55B, 55A 51A, 51B 52B, 52A 56A, 56B
11.	Saktigarh	Up HBC to Up M/L 1st Cross-over (HWH End) Up HBC to Up M/L 2 nd Cross-over (KAN End) Up M/L to Up HBC 1st Cross-over (HWH End) Up M/L to Up HBC 2nd Cross-over (KAN End) Up M/L to Up Rev. (HWH End) UP Rev. to Up M/L 1st Cross-over (HWH End) UP Rev. to Up M/L 2 nd Cross-over (KAN End) Dn Rev. to Dn HBC (HWH End) Dn HBC to Dn Rev. 1st Cross- over (KAN End) Dn HBC to Dn Rev. 2nd t Cross- over (HWH End) Dn HBC to Dn M/L 1st Cross- over (KAN End) Dn M/L to Dn HBC 1st Cross- over (KAN End) Dn M/L to Dn HBC 2nd Cross- over (HWH End)	57B/E, 57A/E 55A/W, 55B/W 54A/E, 54B/E 58A/W, 58B/W 58A/E, 58B/E 56B/E, 56A/E 53A/W, 53B/W 53B/E, 53A/E 51B/W, 51A/W 55A/E, 55B/E 56B/W, 56A/W 57B/W, 57A1/W 52B/E, 52A/E
12.	Talit	Up slow to Up Main (KAN End) Dn slow to Dn Main 2 nd Cross-over (KAN End)	31A, 31B 33B, 33A
13.	Khana	Up line -2 to Up line -1 1st Cross-over (HWH End) Up line -2 to Up line -1 2nd Cross-over (KAN End) Up line-1 to up line-2 (HWH End) Dn line-1 to Dn line-2 (KAN End) Dn line-2 to Dn line-1 1st Cross-over (KAN End) Dn line-2 to Dn line-1 2nd Cross-over (KAN End) Dn line-2 to Dn line-1 3rd Cross-over (HWH End)	52B, 52A 62A, 62B 53B, 53A 65B, 65A 66B, 66A 60B, 60A 54A, 54B

VIII

Authority : Joint Safety Certificate No. 39/2023, it is safe to raise the maximum permissible sectional speed from 15 Kmph to 30 Kmph on crossovers from JOX (inc) (km 20.240 from HWH) - CDAE (inc.) (km 40.240 from HWH) section in Howrah division over Eastern Railway :

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Janai Road	Up HBC 2-UP HBC- 1	52B
			52A
		Up HBC 1-UP HBC 2	54B
			54A
		Dn HBC 2-DN HBC 1	55A
			55B
2	Baruipara	Up HBC 1-UP HBC 2	74A
			74B
		Dn HBC 1-Dn HBC 2	51
			51B
		Dn HBC 2-Dn HBC 1	53A
			53B
3	Kamarkundu	Up HBC 1-Up HBC 2	54B
			54A
		Dn HBC 2-Dn HBC 1	59B
			59A
		Up HBC 2-Up HBC 1	62A
			62B
4	Chandanpur	Up HBC 1-UP HBC-2	53B
			53A
		Dn HBC 2-Dn HBC 1	51A
			51B
		Dn HBC 1-Dn HBC 2	56B
			56A
5	Dankuni	Up HBC 2-Up HBC 1	58A
			58B
		Dn HBC 1-Dn HBC 2	51A
			51B
		Dn HBC 2-Dn HBC 1	52A
			52B
6	Dankuni	Up HBC 1-Up HBC 2	55B
			55A

Authority: Vide Joint Safety Certificate No. 16/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph while passing over cross-over on main line and its connecting turnouts at Dankuni (DKAE) station in HWH division of Eastern Railway:

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Dankuni	UP CCR-REV CCR	163B
			163A
2		UP HBC-COMMON LINE 4 (CCR)	115B
			115A
3		UP HBC2-UP HBC 1	135A
			135B
4		UP HBC 1-UP HBC 2	150A
			150 B
5		DN HBC 2-DN HBC 1	138B
			138A
6		DN HBC-REV HBC	119A
			119B
7		REV HBC-DN HBC	162A
			162B

IX

Authority : Vide Joint Safety Certificate No. 06 / 2020, maximum permissible speed has been increased from 15 Kmph to 30 Kmph for passenger & goods trains while passing over the following points & loops over Jhapter Dhal - Gumani section of Howrah Division:-

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Jhapter Dhal	i) UP M/L to UP Loop Line - 1 ii) UP Loop - 1 to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 54A, 54B ii) 58A, 58B iii) 56A, 56B iv) 52A, 52B
2	Bonpass	i) UP M/L to Common Loop	i) 53A, 53B
3	Noader Dhal	ii) Common Loop to UP M/L i) UP M/L to UP Loop	ii) 55A, 55B i) 52A, 52B
4	Guskara	ii) UP Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L i) DN M/L to Common Loop	ii) 54A, 54B iii) 55A, 55B iv) 53A, 53B i) 53A, 53B
5	Pichkur Dhal	ii) Common Loop to DN M/L i) UP M/L to Common Loop	ii) 52A, 52B i) 52A, 52B
6	Bhedia	ii) Common Loop to UP M/L i) DN M/L to Common Loop	ii) 53A, 53B i) 53A, 53B
7	Bolepur	ii) Common Loop to DN M/L i) UP M/L to Common Loop	ii) 52A, 52B i) 53A, 53B
8	Prantik	ii) Common Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	ii) 59A, 59B iii) 58A, 58B iv) 54A, 54B i) 55A, 55B ii) 53A, 53B iii) 52A, 52B iv) 54A, 54B
9	Kopai	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 53A, 53B ii) 54A, 54B
10	Ahmedpur	i) DN M/L to DN Loop ii) DN Loop to DN M/L	i) 57A, 57B ii) 52A, 52B
11	Bataspur	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 53A, 53B ii) 52A, 52B
12	Sainthia	i) UP M/L to Common Loop ii) Common Loop to UP M/L	i) 106A, 106B ii) 112A, 112B
13	Godadharpur	i) DN M/L to DN Loop ii) DN Loop to DN M/L	i) 56A, 56B ii) 52A, 52B
14	Mollarpur	i) DN M/L to DN Loop ii) DN Loop to DN M/L	i) 56A, 56B ii) 54A, 54B
15	Swadinpur	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52A, 52B ii) 55A, 55B iii) 56A, 56B iv) 53A, 53B
16	Nalhati	i) DN M/L to DN Loop ii) DN Loop to DN M/L	iii) 61A, 61B iv) 56A, 56B
17	Chatra	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L	i) 51A, 51B ii) 53A, 53B iii) 54A, 54B iv) 52A, 52B
18	Muraro	i) UP M/L to UP Loop ii) UP Loop to UP M/L	i) 54A, 54B ii) 55A, 55B
19	Bansloi Bridge	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L	i) 51A, 51B ii) 53A, 53B iii) 54A, 54B iv) 52A, 52B
20	Rajgram	i) DN M/L to DN Loop ii) DN Loop to DN M/L	i) 60A, 60B ii) 54A, 54B

X

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
21	Nagarnabi	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L	i) 51A, 51B ii) 54A, 54B iii) 55A, 55B iv) 52A, 52B
22	Tilbhita	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to Common Loop iv) Common Loop to DN M/L	i) 103A, 103B ii) 109A, 109B iii) 110A, 110B iv) 104A, 104B
23	Gumani	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52A, 52B ii) 54A, 54B iii) 53A, 53B iv) 51A, 51B

Authority : Vide Joint Safety Certificate No. 38/2023-24, it is safe to raise the maximum permissible speed from 15 kmph to 30 kmph on Crossovers from SNT (Including) (km 70.930 from KAN) – RPH (including) (km 98.740 from KAN) section in HWH division of Eastern Railway :

Sl. No.	Name of stations	Over route	Points(to be negotiated)
1	Sainthia	UP-REV	109B
			109A
		UP-REV	116B
			116A
		DN-REV	117A
			117B
		REV-DN	119B
			119A
		REV-UP	120A
			120B
2	Godadharpur	DN-REV	108A
			108B
		UP-REV	51A
			51B
		REV-DN	53B
			53A
		REV-UP	54A
			54B
		DN-REV	57A
			57B
3	Mollarpur	REV-DN	58B
			58A
		REV-DN	59B
			59A
		UP-REV	51B
			51A
		DN-REV	53A
			53B
		REV-DN	57B
			57A
		UP-REV	58A
			58B

XI

Sl. No.	Name of stations	Over route	Points(to be negotiated)
4	Tarapith Road	REV-UP	51B
			51A
		DN-REV	52A
			52B
		REV-DN	54B
			54A
		DN-REV	56B
			56A
5	Rampurhat	UP-REV	57A
			57B
		REV-UP	100B
			100A
		DN-REV	101A
			101B
		REV-DN	108A
			108B

Authority: Vide Joint Safety Certificate No. 03/2019, maximum permissible speed has been increased from 15 Kmph to 30 Kmph for passenger & goods trains while passing over the following points & loops over Bandel-Katwa section of Howrah Division:-

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Bansh Beria	i) UP Loop/1 to UP M/L ii) DN M/L to DN Loop iii) DN Loop to DN M/L	i) 56A, 56B ii) 57B, 57A iii) 54A, 54B
2	Tribeni	i) UP M/L to UP Loop ii) DN M/L to Common Loop iii) Common Loop to DN M/L	i) 59B, 59A ii) 61B, 61A iii) 52A/53B, 62
3	Khamargachhi	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 54B, 54A ii) 52A, 52B iii) 53B, 53A iv) 55A, 55B
4	Jirat	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 57B, 57A ii) 53A, 53B iii) 55B, 55A iv) 56A, 56B
5	Guptipara	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 53B, 53A ii) 54A, 54B iii) 55B, 55A iv) 52A, 52B
6	Ambika Kalna	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 56B, 56A ii) 54A, 54B iii) 55B, 55A iv) 57A, 57B

XII

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
7	Dhatrigram	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52B, 52A ii) 55A, 55B iii) 54B, 54A iv) 53A, 53B
8	Samudragarh	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52B, 52A ii) 54A, 54B iii) 55B, 55A iv) 53A, 53B
9	Nabadwipdham	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to Common Loop	i) 54B, 54A ii) 56A, 56B iii) 57B, 57A
10	Purbasthali	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 53B, 53A ii) 55A, 55B iii) 54B, 54A iv) 52A, 52B
11	Patuli	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 52B, 52A ii) 55A, 55B iii) 54B, 54A iv) 53A, 53B
12	Dainhat	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 55B, 55A ii) 52A, 52B iii) 53B, 53A iv) 54A, 54B

Authority : Vide Joint Safety Certificate No. 13/2021, maximum permissible speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional common loop line adjacent to the main line at LBP(Labpur), KNHR(Kirnahar), GNND(Jnan Das Kandra) & PNNDI (Pachandi) Stations in the SL section between Ahmedpur (Excl.) and Katwa (Excl.) section in Howrah Division.

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Labpur	SL to Loop Line – 1 & Vice Versa	51A & 51B
		Loop line – 1 to SL & Vice Versa	53A & 53B
		SL to Loop Line – 2 & Vice Versa	54B & 54A
		Loop Line – 2 to SL & Vice Versa	52A & 52B
2.	Kimahar	SL to Loop Line – 1 & Vice Versa	52B & 52A
		Loop line – 1 to SL & Vice Versa	55A & 55B
		SL to Loop Line – 2 & Vice Versa	54B & 54A
		Loop Line – 2 to SL & Vice Versa	51A & 51B
3.	Jnan Das Kandra	SL to Loop Line – 1 & Vice Versa	52B & 52A
		Loop line – 1 to SL & Vice Versa	54A & 54B
		SL to Loop Line – 2 & Vice Versa	53B & 53A
		Loop Line – 2 to SL & Vice Versa	51A & 51B
4.	Pachandi	SL to Loop Line – 1 & Vice Versa	52B & 52A
		Loop line – 1 to SL & Vice Versa	54A & 54B
		SL to Loop Line – 2 & Vice Versa	53B & 53A
		Loop Line – 2 to SL & Vice Versa	51A & 51B

Authority: Vide Joint Safety Certificate No. 15/2021, maximum permissible speed from 15kmph. to 30 kmph. for passenger and goods trains while passing over the 1st directional loop lines adjacent to the main line at PDA (Pandooah), BOI(Bainchi) & MYM (Memari) stations in the section between Bandel (Excl.) & Saktigarh (Excl.) stations in Howrah Division.

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Pandooah	UP Line to Up Loop	56B & 56A
		Up Loop to Up Line	58A & 58B
		DN Line to DN Loop	59B & 59A
		DN Loop to DN Line	55A & 55B

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Sl. No	Name of station	Over route	Points (to be negotiated)
2.	Bainchi	UP Line to UP Loop	54B & 54A
		UP Loop to UP Line	56A & 56B
		DN Line to DN Loop-1	58B, 58A & 57B (N)
		DN Loop-1 to DN Line	53A, 53B & 55B(N)
3.	Memari	UP Line to Up Loop	59B & 59A
		Up Loop to Up Line	64A & 64B
		DN Line to Common Loop	62B, 62A & 61B(N)
		Common Loop to DN Line	58A & 58B

Authority : Vide Joint Safety Certificate No. 14/2021, maximum permissible speed from 15kmph. to 30 kmph. for passenger and goods trains while passing over the 1st directional loop lines adjacent to the main line at KJRA (Karjana), BGNA (Balgona), NGX (Nigan), BCF (Bankapasi) & SPS (Shripat Shrikhand) stations in the Single Line section between Bardhaman & Katwa stations in Howrah Division:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Karjana	SL to Common Loop & vice versa	51B & 51A
		Common Loop to SL & vice versa	53A & 53B
		SL to Common Loop & vice versa	52B & 52A
		Common Loop to SL & vice versa	54A & 54B
2.	Balgona	SL to Common Loop & vice versa	51B & 51A
		Common Loop to SL & vice versa	53A & 53B
		SL to Common Loop & vice versa	52B & 52A
		Common Loop to SL & vice versa	54A & 54B
3.	Nigan	SL to Common Loop & vice versa	51B & 51A
		Common Loop to SL & vice versa	53A & 53B
		SL to Common Loop & vice versa	52B & 52A
		Common Loop to SL & vice versa	54A & 54B
4.	Bankpasi	SL to Common Loop & vice versa	51B & 51A
		Common Loop to SL & vice versa	53A & 53B
		SL to Common Loop & vice versa	52B & 52A
		Common Loop to SL & vice versa	54A & 54B
5.	Shripat Shrikhand	SL to Common Loop & vice versa	52B & 52A
		Common Loop to SL & vice versa	53A & 53B
		SL to Common Loop & vice versa	51B & 51A
		Common Loop to SL & vice versa	54A & 54B

Authority: Vide Joint Safety Certificate No. 22/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the DN main line at TKP (Takipur) and GSGB (Gosaingram) stations in the section AZ (Excl.) & NHT (Excl.) (Km 2023 to 45.07 from AZ) in Howrah division of Eastern Railway:

Sl. No	Name of station	Over route	Points(to be negotiated)
1.	Takipur	DN Main line to Common Loop Line	53B & 53A
		Common Loop line to DN Main Line	52A & 52B
2.	Gosaingram	DN Main line to Common Loop Line-1	57B & 57A
		Common Loop line-1 to DN Main Line	55A & 55B

Authority: Vide Joint Safety Certificate No. 26/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger and goods trains while passing over the 1st directional loop line adjacent to the main line at PRGR (Pinargoria), HRNS (Harinsingh) and SKIP (Sikaripara) stations in single line section between RPH (Excl.) & DUMK (Excl.) (Km. 64.58 from RPH) stations in Howrah division of Eastern Railway:

Sl. No	Name of station	Over route	Points(to be negotiated)
1.	Pinargoria	SL to Common Loop Line-1	51B & 51A
		Common Loop Line-1 to SL	
		Common Loop Line-1 to SL	54B & 54A
		SL to Common Loop Line-1	
		SL to Common Loop Line-3	52A & 52B
		Common Loop Line-3 to SL	
		Common Loop Line-3 to SL	53A & 53B
		SL to Common Loop Line-3	

XIV

Sl. No	Name of station	Over route	Points(to be negotiated)
2.	Harinsingh	SL to Common Loop Line-1	51B & 51A
		Common Loop Line-1 to SL	
		Common Loop Line-1 to SL	53A & 53B
		SL to Common Loop Line-1	
		SL to Common Loop Line-3	52B & 52A
3.	Sikaripara	Common Loop Line-3 to SL	
		Common Loop Line-3 to SL	54A & 54B
		SL to Common Loop Line-3	
		SL to Common Loop Line-1	52B & 52A
		Common Loop Line-1 to SL	
3.	Sikaripara	Common Loop Line-1 to SL	54A & 54B
		SL to Common Loop Line-1	
		SL to Common Loop Line-3	51B & 51A
		Common Loop Line-3 to SL	
		Common Loop Line-3 to SL	53A & 53B
		SL to Common Loop Line-3	

Authority: Vide Joint Safety Certificate No. 01/2023, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at DEH(Diara), SIU(Singur), NKL(Nalikul), HPL(Haripal), BAHW(Bahirkhanda), MAYP(Mayapur) & AMBG(Arambagh) stations in the Double/Single line section between SHE (Excl.) (Km 0.00 from SHE) and GOGT (Excl.) (Km. 69.200 from SHE) in Howrah Division of Eastern Railway :

Sl. No	Name of station	Over route	Points(to be negotiated)
1.	Diara	UP main line to Comm. Loop	51B & 51A
		Comm. Loop to UP main line	53A & 53 B
		DN main line to Comm. Loop	54A & 54B
		Comm. Loop to DN main line	52A & 52B
2.	Singur	UP main line to UP Loop	53B & 53A
		UP Loop to UP main line	56A & 56B
		DN main line to DN Loop	55B & 55A
		DN Loop to DN main line	52A & 52B
3.	Nalikul	UP main line to UP Loop	52A & 52B
		UP Loop to UP main line	55A & 55B
		DN main line to DN Loop	56A & 56B
		DN Loop to DN main line	53A & 53 B
4.	Haripal	UP main line to UP Loop	54B & 54A
		UP Loop to UP main line	52A & 52B
		DN main line to DN Loop	53B & 53A
		DN Loop to DN main line	55A & 55B
5.	Bahirkhanda	UP main line to Comm. Loop	51A & 51B
		Comm. Loop to UP main line	53A & 53 B
		DN main line to Comm. Loop	54A & 54B
		Comm. Loop to DN main line	52A & 52B
6.	Mayapur	SL to UP Loop	51A & 51B
		UP Loop to SL	53B & 53A
		SL to DN Loop	54B & 54A
		DN Loop to SL	52A & 52B
7.	Arambagh	SL to Comm. Loop	51A & 51B
		Comm. Loop to SL	53B & 53A
		SL to Comm. Loop	54B & 54A
		Comm. Loop to SL	52A & 52B

Authority: Vide Joint Safety Certificate No. 40/2023, it is safe to raise the maximum permissible sectional speed from 15 kmph to 30 kmph while passing over 1st directional loop adjacent to main line at GGLE (Gangatikuri), SALE(Salar), TYAE (Tenya), BZLE (Bazarsau), CWLE (Chowringacha), KNSN (Karnasubarna), KGLE (Khagraghat), & LCAE (Lal Bag Court road station) stations in double line section between KWAE (Excl.) & Azimganj (Excl.) of HWH division of Eastern Railway :

Sl. No	Name of Station	Over route	Points(to be negotiated)
1.	Gangatikuri	UP Main line to UP Loop	52B & 52A
		UP Loop to UP Main line	55A & 55B
		DN Main line to DN Loop	54B & 54A
		DN Loop to DN Main line	53A & 53B
2.	Salar	UP Main line to UP Loop	52B & 52A
		UP Loop to UP Main line	54A & 54B
		DN Main line to DN Loop	55B & 55A
		DN Loop to DN Main line	53A & 53B

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Sl. No	Name of Station	Over route	Points(to be negotiated)
3.	Tenya	UP Main line to UP Loop	51B & 51A
		UP Loop to UP Main line	53A & 53B
		DN Main line to DN Loop	54B & 54A
		DN Loop to DN Main line	52A & 52B
4.	Bazar sau	UP Main line to Comm. loop line	52B & 52A
		Comm. Loop line to UP Main line	55A & 55B
		DN Main line to DN Loop	57B & 57A
		DN Loop to DN Main line	53A & 53B
5.	Chowrigachha	UP Main line to Comm. loop line	54B & 54A
		Comm. Loop line to UP Main line	55A & 55B
		DN Main line to DN Loop	56B & 56A
		DN Loop to DN Main line	53A & 53B
6.	Karna subarna	UP Main line to Comm. loop line	52B & 52A
		Comm. Loop line to UP Main line	54A & 54B
		DN Main line to DN Loop	55B & 55A
		DN Loop to DN Main line	53A & 53B
7.	Khagra Ghat Road	UP Main line to UP Loop	52B & 52A
		UP Loop to UP Main line	54A & 54B
		DN Main line to DN Loop	55B & 55A
		DN Loop to DN Main line	53A & 53B
8.	Lalbagh Court Road	UP Main line to UP Loop	52B & 52A
		UP Loop to UP Main line	54A & 54B
		DN Main line to DN Loop	55B & 55A
		DN Loop to DN Main line	53A & 53B

Authority : Vide Joint Safety Certificate No- 10/2024-25, maximum permissible speed has been increased from 15 kmph to 30 kmph on crossovers from (BDC) Bandel (Excl.) (km 39.29 from HWH) to (SKG) Shaktigarah (Excl.) (km 95.20 from HWH) section in Howrah Division of Eastern Railway:

Sl No	Name of station	Over Route	Points(to be negotiated)
1	Adi Saptagram	REV ML-UP ML	51B
			51A
2		DN ML-REV ML	52B
			52A
3	Magra	UP ML-REV ML	50B
			50A
4		REV ML-UP ML	53B
			53A
5		REV ML-UP ML	69A
			69B
6		UP ML-REV ML	70A
			70B
7		REV ML-DN ML	59A
			59B
8		DN ML-REV ML	51A
			51B
9	Khanyan	REV ML-UP ML	51B
			51A
10		REV ML-DN ML	52B
			52A
11	Pandooah	UP ML-REV ML	51B
			51A
12		REV ML-UP ML	53B
			53A
13		UP ML-REV ML	62A
			62B
14		REV ML-DN ML	61B
			61A
15		DN ML-REV ML	54A
			54B
16		REV ML-DN ML	52A
			52B
17	Bainchi	REV ML-UP ML	52B
			52A
18		UP ML-REV ML	60A
			60B

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Sl No	Name of station	Over Route	Points(to be negotiated)
19	Bainchi	DN ML-REV ML	61B
			61A
20		REV ML-DN ML	59B
			59A
21	Memari	DN ML-REV ML	51A
			51B
22		UP ML-REV ML	51B
			51A
23		REV ML-UP ML	56B
			56A
24		UP ML-REV ML	66A
			66B
25		REV ML-UP ML	68A
			68B
26		DN ML-REV ML	67B
			67A
27		REV ML-DN ML	63B
			63A
28		REV ML-DN ML	53A
			53B
29		DN ML-REV ML	52A
			52B
30	Rasulpur	UP ML-REV ML	51B
			51A
31		UP ML-REV ML	55A
			55B
32		REV ML-UP ML	57A
			57B
33		REV ML-DN ML	56B
			56A
34		DN ML-REV ML	52A
			52B

Authority : Vide Joint Safety Certificate No. 04/2019, maximum permissible speed has been increased from 15 Kmph to 30 Kmph for passenger & goods trains while passing over the following points & loops over Krishnanagar - Lalgola section of Sealdah Division:-

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Dhubulia	i) DN line to Common Loop ii) Common Loop to DN Line	i) 53B, 53A ii) 52A, 52B
2	Muragachha	i) DN line to Common Loop ii) Common Loop to DN Line	i) 53B, 53A ii) 52A, 52B
3	Bethuadahari	i) DN line to Common Loop ii) Common Loop to DN Line	i) 53B, 53A ii) 52A, 52B
4	Debgram	i) UP M/L to Common Loop ii) Common Loop to UP M/L	i) 52B, 52A ii) 53A, 53B
5	Plassey	i) UP M/L to Common Loop ii) Common Loop to UP M/L	i) 52B, 52A ii) 57A, 57B
6	Rejinagar	i) DN line to Common Loop ii) Common Loop to DN Line	i) 53B, 53A ii) 52A, 52B
7	Sargachhi	i) UP M/L to Common Loop ii) Common Loop to UP M/L	i) 53B, 53A ii) 54A, 54B
8	Cossimbazar	i) DN line to Common Loop ii) Common Loop to DN Line	i) 55B, 55A ii) 53A, 53B
9	Murshidabad	i) UP M/L to UP Loop ii) UP Loop to UP M/L iii) DN M/L to DN Loop iv) DN Loop to DN M/L	i) 51B, 51A ii) 56A, 56B iii) 53B, 53A iv) 52A, 52B
10	Krishnapur	i) UP M/L to Common Loop ii) Common Loop to UP M/L iii) DN line to Common Loop iv) Common Loop to DN Line	i) 54B, 54A ii) 55A, 55B i) 56B, 56A ii) 52A, 52B

XVII

Authority : Vide Joint Safety Certificate No. 05/2021, max. permissible speed from 15kmph to 30 kmph for passenger & Goods Train while passing over the first directional common loop line (up direction) adjacent to the main Line at Magrahat Station (MGT) between BRP and DH section in SDAH Div of E Rly:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Magrahat	UP line to C/Loop	54B & 54A
		C/Loop to UP Line	53A & 53B

Authority : Vide Joint Safety Certificate No. 06/2021, max. permissible speed from 15kmph to 30 kmph for passenger & Goods Trains while passing over the first directional common loop line (towards up direction) adjacent to the UP main line at Ghutiari Shariff (GOF)stations in the section between SPR(Km.16.05 from SDAH)& CG(Km.45.06 from SDAH) Stations in Sealdah Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Ghutiari Shariff	UP line to C/Loop	52B & 52A
		C/Loop to UP Line	53A & 53B

Authority : Vide Joint Safety Certificate No. 07/2021, max. permissible speed from 15kmph to 30 kmph for passenger & Goods Trains while passing over the first directional common loop lines adjacent to the main Line at DPDP,MPRD,LKPR,NCP & KWDP Stations in the section between BRP(Km24.74 from SDAH) & NMKA(Km.108.02 from SDAH) Stations in Sealdah Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Dhapdhapi	DN line to Common Loop	52B & 52A
		Common Loop to DN Main	54A & 54B
2.	Mathurapur	DN line to Common Loop	53B & 53A
		Common Loop to DN Main	52A & 52B
3.	Lakshmikantapur	SL to Common Loop-1	52B & 52A
		Common Loop Line-1 to UP Line	55A & 55B
		DN line to Common Loop Line-2	No Point to negotiate
		Common Loop -2 to SL	51A & 51B
4.	Nischindapur	SL to Common Loop (towards SDAH)	18B & 18A
		Common Loop to SL (towards NMKA)	
		SL to Common Loop (towards NMKA)	17B & 17A
		Common Loop to SL (towards SDAH)	
5.	Kakdwip	SL to Common Loop (towardsLKPR)	51B & 51A
		Common Loop to SL (towards NMKA)	
		SL to Common Loop (towards NMKA)	54B & 54A
		Common Loop to SL (towards LKPR)	

Authority : Vide Joint Safety Certificate No. 08/2021, max. permissible speed from 15kmph to 30 kmph for passenger & Goods Trains while passing over the first directional loop line adjacent to the main Line at SXC,LBTL,CQR,BSHT & MPN Stations in the section between BT(Km.0.00) & HNB(Km.52.30) Stations in Sealdah Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Sondalia	UP line to Common Loop-1 ONLY	52B & 52A
		Common Loop-1 to SL& SL to Common Loop-1	51A & 51B
2.	Lebutala	SL to UP Line	51B & 51A
3.	Champapukur	SL to Loop Line atPF-3 (DN direction only)	54B & 54A
		Loop Line at PF-3 to DN line	52A & 52B
		UP Line to SL	53A & 53B
4.	Basirhat	SL to Loop Line-1 (towards DN direction)	52B & 52A
		Loop Line- 1 to SL (towards UP direction)	
		Loop Line- 1 to SL (towards DN direction)	51A & 51B
		SL to Loop Line-1 (towards UP direction)	
5.	Madhyampur	SL to Loop Line-2 (towards DN direction)	53B & 53A
		Loop Line- 2 to SL (towards UP direction)	
		Loop Line- 2 to SL (towards DN direction)	51B & 51A
		SL to Loop Line-2 (towards UP direction)	

XVIII

Authority: Vide Joint Safety Certificate No. 15/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at KOAA (Kolkata), TALA (Tala), BBDB (Binoy Badal Dinesh Bag) & PPGT (Prinsep Ghat) station in the single line Circular Railway section between DDJ (Excl.) & MJT (Excl.) (Km. 18.40 from DDJ) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Kolkata	SL to Loop Line – 2 (UP)	Direct Entry to Loop L-2
		SL to Loop Line – 2 (DN)	313A & 313B
		Loop Line – 2 to SL (UP)	
		Loop Line – 2 to SL (DN)	Direct exit from Loop L-2
		SL to SL-1 (UP)	319B & 319A
		SL-1 to SL (DN)	
		SL-1 to SL (UP)	Direct exit from SL-1
		SL to SL-1 (DN)	Direct Entry to SL-1
2.	Tala	SL to SL-1 (UP)	339B & 339A
		SL to SL-1 (DN)	Direct Entry to SL-1
		SL-1 to L-2 (UP)	332B & 332A
		L-2 to SL-1 (DN)	
3.	Binoy Badal Dinesh Bag	SL to SL-1(UP)	51B
		SL-1 to SL (UP)	Direct exit from SL-1
		SL to SL-2 (DN)	52B
		SL-2 to SL (DN)	Direct exit from SL-2
4.	Prinsep Ghat	SL to SL-1 (UP)	18B & 18A
		SL to Loop Line – 2 (DN)	17A & 17B
		SL-1 to SL (UP)	Direct exit from SL-1
		Loop Line – 2 to SL (DN)	Direct exit from Loop L-2

Authority: Vide Joint Safety Certificate No. 21/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the DN main line at Sonarpur (SPR) station in the section between SDAH (Excl.) & SPR (Km. 16.05 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Sonarpur	DN Main Line to Common Loop line 3	54B & 54A
		Common Loop line 3 to DN Main line (towards DH)	59A & 59B

Authority: Vide Joint Safety Certificate No. 19/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the UP main line at Madhyamgram (MMG) station in the section between DDJ (Excl.) (Km. 6.86 from SDAH) & BT (Excl.) (Km. 22.10 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Madhyamgram	UP Line to Common Loop line	51, 53A & 53B
		Common Loop line to UP line	54A, 54B & 56

Authority: Vide Joint Safety Certificate No. 14/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional common loop line (towards UP and DN direction) adjacent to the main line at Majhergram (MAJ) station in the section between RHA (Excl.) & BNJ (Excl.) (Km. 32.1179 from RHA) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Majhergram	SL to Common Loop line & vice versa	52B & 52A
		Common Loop line to SL & vice versa	51A & 51B

Authority: Vide Joint Safety Certificate No. 14/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop adjacent to the main line at FLU (Phulia) & STB (Shantipur) stations in the section between KLNP (Excl.) & STB (Km. 16.442 from KLNP) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Phulia	UP line to Common Loop	53B & 53A
		Common Loop to UP line	52A & 52B
2.	Shantipur	UP line to Common Loop 3	53A
		Common Loop 3 to UP line	53B (Similar flexure on 1.57° curve) Direct exit from Common Loop line 3

XIX

Authority: Vide Joint Safety Certificate No. 16/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop adjacent to the UP main line at Badkulla (BDZ) station in the section between SDAH (Excl.) & KNJ (Km. 99.22 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Badkulla	UP Main line to UP Loop line	51B & 51A
		UP Loop line to UP Main line	52A & 52B

Authority: Vide Joint Safety Certificate No. 29/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop adjacent to the main line at NAI (Nangi), BRJ (Brace Bridge) and MJT (Majerhat) stations in double line section between BLN (Excl.) (Km. 5.07 from SDAH) and KBGB (Excl.) (Km. 25.51 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Nangi	UP line to NAI loop 2	42B & 42A
		NAI Loop 2 to UP line	52A & 52B
		DN line to NAI loop 2	51B & 51A
		NAI Loop 2 to DN line	43A & 43B
2.	Brace Bridge	UP line to common loop 2	51B & 51A
		Common Loop 2 to UP line	53B & 53A
		DN line to Common loop 2	54A & 54B
		Common Loop 2 to DN line	52A & 52B
3.	Majerhat	DN line to PF line 1	53B & 53A
		PF line 1 to DN line	52A & 52B

Authority: Vide Joint Safety Certificate No. 16/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at BMG (Bamangachi), DTK (Duttapukur), HB (Habra), GBG (gobardanga), & CDP (Chandpara) stations in double line section between BT (Excl.) (Km. 22.10 from SDAH) & BNJ (Excl.) (Km. 76.28 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Bamangachi	DN line to Common loop	54B & 54A
		Common loop to DN line	52A & 52B
		UP line to Common loop	51B & 51A
		Common loop to UP line	53A & 53B
2.	Duttapukur	DN line to Common loop	54B & 54A
		Common loop to DN line	52A & 52B
3.	Habra	DN line to DN loop	52B & 52A
		DN loop to DN line	55A & 55B
4.	Gobordanga	DN line to Common loop	54B & 54A
		Common loop to DN line	52A & 52B
5.	Chadpara	UP line to Common loop	51B & 51A
		Common loop to UP line	52A & 52B

Authority: Vide Joint certificate No. 24/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the DN main line at Baruipur (BRP) station in the section between SRP (Excl.) (Km. 16.05 from SDAH) & BRP (Km 24.00 from SDAH) stations in Sealdah division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Baruipur	DN Main line to Common loop line	104A & 104B
		Common loop line to DN Main line	116A & 116B

Authority: Vide Joint Safety Certificate No. 17/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph on turn out at KGK station (point no-4) in Kankurgachi junction (Km 00.00)-BLN (Km 7.60 from KGK) section for movement from DN Main Line to DN Chord Line in Sealdah Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Kankurgachi	DN ML to DN CL	4

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Authority : Sanction of GM/ER for Raising of Speed of trains from 15 Kmph to 30 Kmph over the following points and associated Loops of MLDT (Excl.) – BHW (Excl.) section of MLDT Division was communicated vide PCE's Letter No. W(8)/552/26Vol.II/MLDT-BHW/30Kmph dated 30.03.2021.

Sl.No.	Name of Stations	Over route	Points (to be negotiated)
1	Gour Malda	DN Main to DN Common Loop	54A & 54B
		DN Common Loop to DN Main	52A & 52B
		UP Main to UP Loop	53A & 53B
		UP Loop to UP Main	56A & 56B
2	Jamirghata	DN Main to DN Loop	53A & 53B
		DN Loop to DN Main	56A & 56B
		UP Main to UP Loop	55A & 55B
		UP Loop to UP Main	52A & 52B
3	Khaltipur	DN Main to DN Loop	56A & 56B
		DN Loop to DN Main	53A & 53B
		UP Main to UP Loop	51A & 51B
		UP Loop to UP Main	55A & 55B
4	Chamagram	DN Main to DN Loop	65 & 62B
		DN Loop to DN Main	54A & 52
		UP Main to UP Loop	53 & 57B
		UP Loop to UP Main	60A & 60B
5	Tildanga	DN Main to DN 1 ST Common Loop	52A & 52B
		DN 1 ST Common Loop to DN Main	61A & 61B
		UP Main to UP Loop	63A & 63B
		UP Loop to UP Main	57A & 57B

Note:

- Speed on Loop lines at MLDT, NFL, BDAG & BHW Stations shall be 15 kmph only and speed indicator boards at foot of home signal shall be provided with legend "15 kmph on Turnouts for Loop lines".
- Speed for movement on Common Loops other than directional movement and vice-versa shall be 15 kmph only.
- Only the locomotives with speedometers/speed recorders in working condition will be permitted to take Points, Crossings, Loops and Turn-in-Curves at speeds more than 15 kmph. In case the speedometers/speed recorders are out of order at the starting station or fails on the run, drivers will observe a speed restriction of 15 kmph. or less on the Points, Crossings, Loops and Turn-in-Curves.

Authority : Vide Joint Safety Certificate No. 03/2022, maximum permissible speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line and its connecting turnouts to main line between Barharwa (Excl.) and Kiul (Excl.) section, excluding BKLE, DDX, SBG, BGP, KPRD, RPUR & JMP stations in Malda Division :

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Tinpahar Jn	DN Main line to DN (Common) Loop	55B & 55A
		DN (Common) Loop to DN Main Line	61A & 61B
		UP Main line to UP (Common) Loop	60B & 60A
		UP (Common) Loop to UP Main Line	54A & 54B
2	Kailan Chak	Up Main Line to UP Loop Line	52B & 52A
		UP Loop Line to UP Main Line	55A & 55B
3.	Taliyhari	UP Main Line to Common Loop	53B & 53A
		Common Loop to UP Main Line	54A & 54B
4.	Maharajpur	DN Main Line to DN (Common) Loop	53B & 53A
		DN (Common) Loop to DN Main Line	52A & 52B
		UP Main line to UP (Common) Loop	59B & 59A
		UP (Common) Loop to UP Main Line	55A & 55B
5.	Karnapurato	DN Main Line to DN Loop Line	54B & 54A
		DN Loop to DN Main Line	52A & 52B
6.	Sakrigali Jn	DN Main Line to DN (Common) Loop	64B & 64A
		DN (Common) Loop to DN Main Line	58A & 58B
		UP Main line to UP (Common) Loop	56B & 56A
		UP (Common) Loop to UP Main Line	61A & 61B
7.	Karamtola	Up Main Line to UP Loop Line	52B & 52A
		UP Loop Line to UP Main Line	54A & 54B
8.	Mirza Cheuki	DN Main Line to DN (Common) Loop	58B & 58A
		DN (Common) Loop to DN Main Line	55A & 55B
		UP Main Line to UP (Common) Loop	56B & 56A
		UP (Common) Loop to UP Main Line	59A & 59B

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9.	Pirpainti	DN Main Line to DN (Common) Loop	55B & 55A
		DN (Common) Loop to DN Main Line	52A & 52B
10.	Shivnarayanpur	DN Main Line to DN (Common) Loop	61B & 61A
		DN (Common) Loop to DN Main Line	54A & 54B
		UP Main Line to UP (Common) Loop	53B & 53A
		UP (Common) Loop to UP Main Line	59A & 59B
11.	Bikramshila	DN Main Line to Common Loop Line	53B & 53A
		Common Loop Line to DN Main Line	54B & 54A
12.	Kahalgaon	DN Main Line to DN (Common) Loop	58B & 58A
		DN (Common) Loop to DN Main Line	56A & 56B
		UP Main Line to UP (Common) Loop	54B & 54A
		UP (Common) Loop to UP Main Line	60A & 60B
13.	Ekchari	DN Main Line to Common Loop Line	55B & 55A
		Common Loop Line to DN Main Line	53A & 53B
14.	Gogha	DN Main Line to DN Loop Line	55B & 55A
		DN Loop to DN Main Line	53A & 53B
		UP Main Line to UP (Common) Loop	52B & 52A
		UP (Common) Loop to UP Main Line	54A & 54B
15.	Lailakh Mamalkha	DN Main Line to DN (Common) Loop	55A & 55B
		DN (Common) Loop to DN Main Line	54A & 54B
		UP Main Line to UP (Common) Loop	53B & 53A
		UP (Common) Loop to UP Main Line	56B & 56A
16.	Sabaur	DN Main Line to DN (Common) Loop	56B & 56A
		DN (Common) Loop to DN Main Line	54A & 54B
		UP Main Line to UP (Common) Loop	53B & 53A
		UP (Common) Loop to UP Main Line	55A & 55B
17.	Nathnagar	UP Main Line to Common Loop Line	52B & 52A
		Common Loop Line to UP Main Line	53A & 53B
18.	Akbarnagar	UP Main Line to Common Loop Line	52B & 52A
		Common Loop Line to UP Main Line	53A & 53B
19.	Bariarpur	DN Main Line to Common Loop Line	52B & 52A
		Common Loop Line to DN Main Line	53A & 53B
20.	Dasharatpur	DN Main Line to DN Loop Line	51B & 51A
		DN Loop to DN Main Line	53A & 53B
		Up Main Line to UP Loop Line	54B & 54A
		UP Loop Line to UP Main Line	52A & 52B
21.	Dharhara	UP Main Line to Common Loop Line	53B & 53A
		Common Loop Line to UP Main Line	52A & 52B
22.	Abhaipur	DN Main Line to DN Loop Line	55B & 55A
		DN Loop to DN Main Line	53A & 53B
		UP Main Line to UP (Common) Loop	52B & 52A
		UP (Common) Loop to UP Main Line	54A & 54B
23.	Kajra	DN Main Line to DN Loop Line	52B & 52A
		DN Loop to DN Main Line	55A & 55B
24.	Uren	DN Main Line to DN Loop Line	51B & 51A
		DN Loop to DN Main Line	53A & 53B
		Up Main Line to UP Loop Line	54B & 54A
		UP Loop Line to UP Main Line	52A & 52B
25.	Dhanauri	DN Main Line to DN (Common) Loop	52B & 52A
		DN (Common) Loop to DN Main Line	55A & 55B
		Up Main Line to UP Loop Line	56B & 56A
		UP Loop Line to UP Main Line	53A & 53B

Authority: Vide Joint Safety Certificate No. 31/2022, Maximum Permissible speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at TKLE (Tikani), DWLE(Dhauni), BHLE (Barahat), MDLE (Mandar Hill), HSDA (Hasdiha), NNHT/BATU (Nonihat/Bhaturia) and BRPS (Barapalash) station in the single line section between BGP(Excl.) & DUMK (Excl.) (Km. 115.87 from BGP) stations in Malda division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Tikani	UP SL to Common loop line 1	52B & 52A
		DN Common loop line 1 to SL	
		UP Common loop line 1 to SL	54B & 54A
		DN SL to Common loop line 1	
		UP SL to Common loop line 3	51A & 51B
		DN Common loop line 3 to SL	
		UP Common loop line 3 to SL	53A & 53B
		DN SL to Common loop line 3	
2	Dhauni	UP SL to Common loop line 1	52B & 52A
		DN Common loop line 1 to SL	

XXII

Sl. No	Name of station	Over route	Points (to be negotiated)
	Dhauni	UP Common loop line 1 to SL	54A & 54B
		DN SL to Common loop line 1	
		UP SL to Common loop line 3	51A & 51B
		DN Common loop line 3 to SL	
		UP Common loop line 3 to SL	53B & 53A
		DN SL to Common loop line 3	
3.	Barahat	UP SL to Common loop line 1	55A & 55B
		DN Common loop line 1 to SL	
		UP Common loop line 1 to SL	52A & 52B
		DN SL to Common loop line 1	
		UP SL to Common loop line 3	53A & 53B
		DN Common loop line 3 to SL	
		UP Common loop line 3 to SL	51A & 51B
		DN SL to Common loop line 3	
4.	Mandar Hill	UP SL to Common loop line 1	52A & 52B
		DN Common loop line 1 to SL	
		UP Common loop line 1 to SL	53B & 53A
		DN SL to Common loop line 1	
		UP SL to Common loop line 3	51B & 51A
		DN Common loop line 3 to SL	
		UP Common loop line 3 to SL	54A & 54B
		DN SL to Common loop line 3	
5	Hansdiha	UP SL to Common loop line 1	51A & 51B
		DN Common loop line 1 to SL	
		UP Common loop line 1 to SL	55B & 55A
		DN SL to Common loop line 1	
		UP SL to Common loop line 3	52B & 52A
		DN Common loop line 3 to SL	
		UP Common loop line 3 to SL	54A & 54B
		DN SL to Common loop line 3	
6.	Nonihat / Bhatunia	UP SL to Common Loop line - 1	54A & 54B
		DN Common loop line - 1 to SL	
		UP Common loop line - 1 to SL	52B & 52A
		DN SL to Common Loop line - 1	
		UP SL to Common Loop line - 3	55B & 55A
		DN Common loop line - 3 to SL	
		UP Common loop line - 3 to SL	51A & 51B
		DN SL to Common Loop line - 3	
7.	Barapalasi	UP SL to Common Loop line - 3	52A & 52B
		DN Common loop line - 3 to SL	
		UP Common loop line - 3 to SL	54B & 54A
		DN SL to Common Loop line - 3	
		UP SL to Common Loop line - 1	51B & 51A
		DN Common loop line - 1 to SL	
		UP Common loop line - 1 to SL	53A & 53B
		DN SL to Common Loop line - 1	

Authority: Vide Joint Safety Certificate No. 06/2023, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at MGR (Monghyr) station in the single line section between JMP (Excl.) (Km. 0.0) & MGR (Km. 7.198) stations in Malda division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1	Monghyr	DN Main Line to C/Loop Line 1	54B & 54A
		DN C/Loop Line 1 to Main Line	52B & 52A
		DN Main Line to C/Loop Line 3	53A & 53B
		DN C/Loop Line 3 to Main Line	51A & 51B
		UP Main Line to C/Loop Line 1	52B & 52A
		UP C/Loop Line 1 to Main Line	54A & 54B
		UP Main Line to C/Loop Line 3	51B & 51A
		UP C/Loop Line 3 to Main Line	53A & 53B

XXIII

Authority: Vide Joint Safety Certificate No. 31/2022, Maximum Permissible Speed from 15 kmph to 30 kmph for passenger & goods trains while passing over the 1st directional loop line adjacent to the main line at BPBS (Ballalpur), DGLE (Dhulianganga), NILE (Nimtita), SPLE (Sujnipara), Gale (Gankar), MGLE (Manigram), MPLR (Mahipal Road), and PRDG (Poradanga) station in double/single line section between NFK (Excl.) (Km. 257.200 from BDC) and AZ (Excl.) (Km. 178.77 from BDC) stations in Malda division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Ballalpur	UP main line to UP common loop	52B & 52A
		UP common loop to UP main line	54B & 54A
		DN main line to DN common loop	55A & 55B
		DN common loop to DN main line	53A & 53B
2.	Dhulianganga	UP main line to UP common loop	52B & 52A
		UP common loop to UP main line	57A & 57B
3.	Nimtita	UP main line to UP loop	52A & 52B
		UP loop to UP main line	55A & 55B
		DN main line to DN common loop	56A & 56B
		DN common loop to DN main line	53A & 53B
4.	Sujnipara	DN main line to DN loop	59A & 59B
		DN loop to DN main line	54A & 54B
5.	Gankar	UP main line to UP common loop	55A & 55B
		UP common loop to UP main line	63A & 63B
6.	Manigram	UP main line to UP common loop	53A & 53B
		UP common loop to UP main line	57B & 57A
7.	Mahipal Road	UP main line to UP common loop	52A & 52B
		UP common loop to UP main line	54B & 54A
		DN main line to DN loop	55B & 55A
		DN loop to DN main line	53A & 53B

Authority: Vide Joint Safety Certificate No. 21/2023, the maximum permissible speed for passenger & goods trains from 15 kmph to 30 kmph while passing over the 1st directional loop line adjacent to the main line at NFK (New Farakka), DGLE (Dhulianganga), JRLE (Jangipur) stations in section between New Farakka & Azimganj (Excl.) stations of MLDT division of Eastern Railway:

Sl. No.	Name of station	Over route	Points (to be negotiated)
1.	New Farakka	DN Main Line to Common Loop - 2	65B & 65A
		Common Loop 2 to DN Main Line	59A & 59B
		UP Main Line to Common Loop - 3	63B & 63A
		Common Loop 3 to UP Main Line	68A & 68B
2.	Dhulian Ganga	DN Main Line to DN Loop line	55A & 55B
		DN Loop line to DN Main Line	53A & 53B
3.	Jangipur Road	DN Main Line to Common Loop line	55B & 55A
		Common Loop line to DN Main Line	53A & 53B

Authority : Vide Joint Safety Certificate No- 10/2024-25, maximum permissible speed has been increased from 15 kmph to 30 kmph for passenger and freight trains while passing on 1st directional Loop adjacent to main line at Ratanpur (RPUR) station (Kms.352.06 from Howrah) in between Bhagalpur (BGP) – Jamalpur (JMP) section of Malda Division over Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Ratanpur	UP Main Line to UP Loop	51B & 51A
		UP Main Line to UP Loop	53A & 53B
		DN Main Line to DN Loop	54B & 54A
		DN Main Line to DN Loop	54A & 54B

Authority: Vide Joint Safety Certificate No. 20/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph while passing on 1st directional Loop adjacent to main line at BAKA (Banka) Station in between BHLE-BAKA section in MLDT Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Banka	DN Main Line to C/loop line (L. No.1)	52B & 52A
		C/loop line (L. No.1) to DN Main Line	55A & 55B
		UP Main Line to C/loop line (L. No.1)	55B & 55A
		C/loop line (L. No.1) to UP Main Line	52A & 52B
		DN Main Line to C/loop line (L. No. 3)	51B & 51A
		C/loop line (L. No.3) to DN Main Line	54A & 54B
		UP Main Line to C/loop line (L. No.3)	54B & 54A
		C/loop line (L. No.3) to UP Main Line	51A & 51B

XXIV

Authority: Vide Joint Safety Certificate No. 19/2024-25, Maximum Permissible Speed from 15 kmph to 30 kmph while passing on 1st directional Loop adjacent to main line at PYHT (Prayahat) and KTHN (Kathoun) station between HSDA-GODDA section in MLDT Division of Eastern Railway:

Sl. No	Name of station	Over route	Points (to be negotiated)
1.	Prayahat	UP Main line to C/loop line (L. No. 3)	53B & 53A
		C/loop line (L. No. 3) to UP Main line	51A & 51B
		UP Main line to C/loop line (L. No. 1)	54B & 54A
		C/loop line (L. No. 1) to UP Main line	52A & 52B
		DN Main line to C/loop line (L. No. 1)	52B & 52A
		C/loop line (L. No. 1) to DN Main line	54A & 54B
		DN Main line to C/loop line (L. No. 3)	51B & 51A
		C/loop line (L. No. 3) to DN Main line	53A & 53B
2.	Kathoun	UP Main line to C/loop line (L. No. 2)	51B & 51A
		C/loop line (L. No. 2) to UP Main line	54A & 54B
		DN Main line to C/loop line (L. No. 2)	54B & 54A
		C/loop line (L. No. 2) to DN Main line	51A & 51B

A	Over non-interlocking facing points	@ 15kmph.
B	Over key-locked facing points of sidings taking off the main line .	@ 48kmph .
C	When entering a Dock Platform	@ 10kmph.
D	When passing a Defective Signal at danger	@ 15kmph.
E	When passing through non-isolated stations	@ 48kmph.
F	Stations with Standard I interlocking	@ 50kmph.
G	Stations with Standard II interlocking	@ 75kmph.
H	Outer or where Home Signal is not continuously seen from the outer signal.	@ 15kmph.
I	When running tender foremost not to exceed But at facing points not to exceed	@ 25* kmph. @ 8 kmph.
J	When entering into terminal Yard	@ 15kmph.
K	The maximum permissible speed of goods trains subject to other restrictions in force from time to time 65km.ph. for Brass bearing wgn. & 75 kmph. for roller bearing wgn.*	
L	The speed of EMU while entering a dead end platform is restricted to 15 Kmph at terminal stations.	

Notes :- When non-interlocked facing points of a station are fitted with key-locks and the station is provided with two-armed Home Signal detected by the points the speed is restricted to 40kmph.

@ When trains are permitted to run through a non-isolated station at a speed exceeding 16 kmph. all shunting must be stopped on the connected lines and there should be no wagons or vehicles standing on such lines unattached to an engine.

*** Under Approved special Instruction the speed may go upto 40 kmph.**

(I) Restrictions on use of Electric/Diesel Locomotives and their utilisation on Passenger services.- Electric Locos calling for reprofiling of wheel flanges or Traction Motor cutout or with defective transmission are prohibited to work on Passenger Trains.

Note :- Where Traction Motors get Cut en route, the Loco shall be worked to the nearest convenient change over point.

Use of Electric Locomotives on Passenger Services should be done in consultation with the T.L.C. on duty in the Train Control Room.

In an emergency it may be necessary to utilise other than mail fit loco for passenger services. The Loco Pilot should be instructed by ATF(R) in writing about the speed permitted.

(a) WAM-4 Class of A.C.Locomotive is allowed to run coupled as one motive power and the other as vehicle, i.e., only when one Loco is exerting the Tractive effort.

In between (i) Khana-Andal(Main Line) and (ii) Andal-Mughalsarai via GC this locomotive is allowed to run in regular double headed operation.

(b) Locomotives involved in collision or rough shunting should not be utilised for train services but should be sent as vehicles to the nearest Electric Loco Shed for inspection and repairs.

(III) WDS-6-R

(a) Class Diesel/E.Locomotive are having the provision of Multiple unit operation and three locos can be coupled in one unit.

(b) Working in yard line-

(i) It shall not be taken on lines and with rails lower than 85 lbs. B.H.

(ii) The Maximum permissible speed of it in yard is 15Kmph.

(c) WDS-6 locos fitted with 28 LAV-1 Brake system are suitable for the movement of Box-N Wagon.

(IV) Special Instruction

As per Railway Board's instructions :

(a) All Trains have been booked to run with maximum permissible speed.

(b) Not more than one inspection carriage shall be attached with any Mail Express Train at a time.

CHARACTERISTICS OF LOCOS

CLASS OF LOCOS	GROUP	TYPE of Bogie	METRIC			MAXIMUM SPEED (Kmph) AS CERTIFIED BY RDSO
			Maximum Length of the Loco (mm)	Maximum Axle Load (Tonnes)	Total Weight (Tonnes)	
WDM-2/3A	Diesel – Electric	CO.CO	17132	18.8	112.8	105/120*
WDM-3D	Diesel – Electric	CO.CO	18632	19.5	117.0	120
WDG-2/3A	Diesel – Electric	CO.CO	19126	20.5	123.0	100
WDP-4	Diesel – Electric	Bo 1-Bo1	21244	19.5	117.0	160
WDG-4	Diesel – Electric	CO.CO	21244	21.0	126.0	100
WDS-6	Diesel – Electric	CO.CO	16572	21.5+2%	126.0	65
	(Shunting Loco)					
WDS-4B	Diesel – Hydraulic	O-C-O	11000	20.0	60.0	65
WDS-4B	Diesel – Hydraulic	O-C-O	11000	20.0+3%	60.0	60
ZDM-5	Narrow Gauge	'B' – 'B'	8800	5.5	22.0	45

Ref. 9G/MP RDSO No. SD, WAG-7-11 dated 03.12.2004, maximum permissible speed Mentioned above is applicable in Track maintained to M/L standard.

* For locos fitted with high speed axle box.

CHARACTERISTICS / PERFORMANCE OF ELECTRIC LOCOMOTIVES

Class of Stock	Type of bogie	Total Weight (Tonnes)	Total Width (mm)	Max.Axle Load (Tonnes)	Max. T Effort (Tonnes)	Max. Permissible Speed (Kmph)	No. of Traction Motors.	Loco Horse Power	Type of Brakes for Trains	Hauling Capacity on Level (Tonnes)
WAM-4	CO-CO	112.8	3055	18.80	30.00	110	6	3640	Air Brake	1650
WAP-1	CO-CO	108.3	3000	18.05	22.40	130	6	3800	Air Brake	1650
MEMU	BO-BO	MC-61.0 TC-33.15	3250	20.00	5.80	100	4	896	EP&Auto Brake	184.50
WAP-4	CO-CO	114.0	3179	18.80	30.80	130	6	5060	Air Brake	1650
WAP-5	BO-BO	78.0	3144	19.50	26.20	130	4	5440	Air Brake	1650
WAP-7	CO-CO	123.0	3152	20.50	32.90	130	6	6000	Air Brake	1650
WAG-7	CO-CO	123.0	3055	20.50	42.00	105	6	5000	Air Brake	5400
WAG-5 HIT	CO-CO	126.0	3055	20.50	33.50	80	6	3850	Dual Brake	5400
EMU	BO-BO	MC-59.3 TC-32.0	3660	20.00	5.80	96	4	896	EP&Auto Brake	147
WAG-9	CO-CO	123.0	3052	20.5	46.80	100	6	6120	Air Brake	5400
WAG-9H	CO-CO	132.0	3052	20.0	51.00	100	6	6120	Air Brake	5400
WAG -5 TAO	CO-CO	118.8	3055	19.80	33.50	105	6	3850	Dual Brake	5400
WAG12B	BOBO+BOBO	180	3110	22.50	71.96	100	8	12000	Air Brake	6000
WAP7HS	COCO	108.48±2%	3152	18.08±2%	29	130	6	6840	Air Brake	1650
WAG9HH	COCO	132.0±2%	3052	22.0±2%	52.97	100	6	9000	Air Brake	5400

Note : i) Loco Pilot should not exceed the maximum permissible speed shown above. ii) Due to isolation of Traction Motor Loco will loose hauling Capacity according to the No. of Traction Motor isolated.

Load Chart for Eastern Railway

Section	Max. Gradient	Curvature at gradient (°)	WAG- 5	WAG- 5H	WAG- 7	WAG- 9	WAG- 9H	WAG-12B
BQT-RNG, NMC-KPK	1 in 200	-	3586	4048	4739	5060	5400	6471
KPK -ASN- BCQ	1 in 200	0.75	3458	3905	4572	4882	5228	6471
BCQ - STN & MMU-TNW	1 in 200	1.0	3428	3870	4532	4839	5262	6471
KMME - MMU	1 in 200	1.05	3400	3839	4495	4800	5150	6471
TNW - KAO	1 in 200	1.05	3400	3839	4495	4800	5150	6471
KAO - CAM	1 in 200	2.38	3215	3631	4252	4541	4901	6376
STN-STN/L & T/L -ULT	1 in 200	1.0	3428	3870	4532	4839	5262	6471
STN/L - SLS	1 in 175	1.25	3134	3539	4145	4427	4792	6009
SLS - RNPR -CRJ	1 in 200	2.5	3203	3618	4237	4525	4885	6394
SLS - ULT/L	1 in 172	-	3261	3683	4313	4606	4963	6207
BM - JMT & MNC-JRW	1 in 200	2.5	3203	3618	4237	4525	4885	6394
KEE-VDS	1 in 160	1.25	2976	3362	3939	4207	4575	5858
JRW-MDP & NPZ-MUW	1 in 200	1.5	3331	3761	4404	4703	5057	6471
SNQ - JSME	1 in 183	2.0	3115	3518	4121	4402	4786	6191
STL - GHN	1 in 100	1.5	2142	2424	2846	3042	3309	4464
PKA - CAM(DN)	1 in 200	0.5	3574	4035	4724	5044	5384	6471
BRR - ULT (DN)	1 in 200	-	3586	4048	4739	5060	5400	6471
MNC - VDS (DN)	1 in 160	1.0	3000	3389	3971	4241	4612	5969
GHN-STL (DN)	1 in 100	1.5	2142	2424	2846	3042	3309	4464
JAJ - NRGO (DN)	1 in 100	2.25	2102	2379	2794	2987	3249	4318
KPK -NMC (DN)	1 in 200	0.75	3458	3905	4572	4882	5228	6471
UDL/EOC - UDL/PF(from YD)	1 in 200	-	3586	4048	4739	5060	5400	6471
PAW - UKA	1 in 200	1.25	3377	3813	4465	4768	5119	6471
DCOP - DPL	1 in 200	-	3586	4048	4739	5060	5400	6471
RNG - MTPS	1 in 100	-	2261	2558	3002	3209	3490	4651
ASN - BURN	1 in 200	1.0	3428	3870	4532	4839	5262	6471
UDL/WDD - UDL/L -BQT	1 in 200	-	3586	4048	4739	5060	5400	6471
SKG-BDC & BDC-HWH	1 in 241	-	3834	4233	4829	5106	5400	6587
BQT - DSEY	1 in 150	-	3006	3396	3978	4249	4620	6000
DKAE-CC LINK(Fly over)	1 in 200	1.0	3428	3870	4532	4839	5262	6471
CP - DDJ	1 in 200	-	3586	4048	4739	5060	5400	6471
BCQ - HSME	1 in 80	-	1864	2111	2481	2654	2886	3954
UDL C/C - Fly over	1 in 60	-	1467	1664	1960	2099	2283	3128
DKAE -SKG	1 in 400	2	4285	4836	5047	5145	5280	7035
KAN - SNT	1 in 333	1.7	3949	4456	4694	4975	5200	6846
SNT – RPH (UP)	1 in 227	1.25	3418	4070	4542	4837	5090	6547
SNT – RPH (DN & REV)	1 in 200	1.25	3377	3813	4465	4768	5119	6471
RPH - GMAN	1 in 227	2.40	3449	3907	4167	4650	4889	6464
NHT - AZ	1 in 80	2.85	1658	1954	2298	2458	2674	3699
BDC –KWAE - AZ	1 in 250	2.50	3566	4236	4377	4577	4932	6548
SH E - TAK	1 in 200	2.30	3283	3707	4167	4450	4839	6425
BGP – BHLE - MDLE	1 in 200	1.0	3428	3870	4342	4839	5262	6471
MDLE- HSDA	1 in 150	1.99	2788	3150	3693	3945	4290	5648
HSDA -GODA	1 in 150	-	3006	3396	3978	4249	4620	6000
HSDA - BRPS	1 in 200	2.5	3203	3618	4237	4525	4885	6394
BRPS - DUMK	1 in 200	2	3115	3518	4121	4402	4786	6471
RPH - BHW	1 in 200	2.0	3115	3518	4121	4402	4786	6471
MLDT - NFK	1 in 200	2.0	3115	3518	4121	4402	4786	6471
NFK – BDAG - BHW	1 in 200	2.0	3115	3518	4121	4402	4786	6471
BHW - SBG	1 in 200	2.0	3115	3518	4121	4402	4786	6471
SBG - JMP	1 in 150	2.5	2690	3150	3564	3808	4141	5556
JMP - KIUL	1 in 455	2.0	4355	5397	5400	5400	4500	7190

XXVII

Section	Max. Gradient	Curvature at gradient (°)	WAG- 5	WAG- 5H	WAG- 7	WAG- 9	WAG- 9H	WAG-12B
NFK -BDAG	1 in 200	2.0	3115	3518	4121	4402	4786	6471
NFK - AZ	1 in 200	2.0	3115	3518	4121	4402	4786	6471
TPH - RJL	1 in 200	1.75	3396	3518	4121	4402	4786	6471
UDL – PAW -SNT	1 in 200	5.74	2911	3289	3855	4117	4478	5878
UDL – TOP - BBI	1 in 89	3.0	2073	2346	2556	2846	3004	3957
TOP – SERRPUR- BBI	1 in 100	3.8	2017	2283	2682	2946	3118	4278
BBI - STN	1 in 80	6.0	1343	1883	2212	2343	2549	3526
JSME – DUMKA	1 in 200	4.0	2392	3418	4005	4277	4652	6090
MDP - GRD	1 in 80	2.75	1340	1946	2256	2446	2674	3707
SLS – STN L/C – ULTL/C	1 in 160	1.25	2202	3150	3525	3945	4290	5858
DKAE – DDJ - KGK	1 in 300	2	3014	4049	4757	4891	5161	6753
BLN - KBGB	1 in 300	5	2601	3589	4085	4544	4785	6358
DDJ - CP	1 in 200	1.8	3283	3707	4342	4637	5042	6471
DDJ - BNJ	1 in 250	5	2911	3489	4255	4417	4631	6118
SDAH - NH	1 in 300	2.5	3603	3957	4667	4766	5026	6702
NH - BDC	1 in 300	1.5	3198	4207	4842	5040	5261	6753
NH -RHA	1 in 520	2	4786	5397	5400	5400	5400	7600
RHA - GEDE	1 in 400	3	4058	4579	4989	5170	5213	6985
RHA - LGL	1 in 300	3	3603	3957	4667	4766	5261	6651
RHA - BNJ	1 in 1000	4.8	5400	5400	5400	5400	5400	7600
KLNP – STB - KNJ	1 in 400	3	4058	4579	4989	5170	5213	6985
KGK –TLG - MJT	1 in 200	4.5	2911	3289	3885	4117	4478	6196

WHEN BANKING ENGINE USED IN THE FOLLOWING SECTION ADDITIONAL TONNAGE CAN BE HAULED AS INDICATED BELOW

SECTION	WAG 9	WAM 4	WAG 5	WAG 7
BQT-DSEY		2340	2663	3210
BCQ-HSME		1400	1500	1800
STN-ULT		2340	2900	3500
JAJ-GHN				

MAXIMUM PERMISSIBLE SPEED OF THE ELECTRIC STOCKS OVER EASTERN RAILWAY ARE AS UNDER

Combination	WAP 7	WAP 7 HS	WAP 5	WAP 4	WAP WA7	WAP A/B/C	WAP 5H	WAP 9	WAP 9H	WAP 9/HC/HH	WAP 12	WAP 11
Single	130	130	130	130	105	105	80	100	100	100	100	95
DH	105		100	105	105	105	80	100	100	100	-	-
Multi with Single Panto	-	-	130	-	-	-	-	-	-	-	-	-

DH-DOuble Headed

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BP Leakage Test of 3 Phase Loco

PROCEDURE

1. Ensure MR pressure is 9.5 kg/cm²
2. Ensure BP pressure is 5 kg/cm² cc
3. Apply A9 to bring BP pressure to 4.0 kg/cm²
4. Close 70 COC70 COC in E-70 locos/Mode switch in test position in CCB - 1.5 CCB-2 and wait for 30 seconds to settle the gauge needle and note the reading.
5. Wait for another five minutes and note down the BP pressure reading. Difference of pressure should not be more than |:
 For Loco : 0.7 kg/cm² within 5 minutes (0.2 kg/cm² for one minute).
 For formation : 1.25 kg/cm² for 5 minutes (0.26 kg/cm² for 1 minute)

FP Leakage Test of 3 Phase Loco

PROCEDURE:

1. Ensure MR pressure is 9.5 kg/CM²
2. Ensure BP pressure is 5 kg/CM²
3. Ensure FP pressure is 6 kg/CM²
4. Open FP angle cock slightly to reach FP pressure to 5 kg/CM²
5. Close 136 COC, FP angular cock and wait for one minute to note down the FP pressure reading.
6. Wait for another 5 minutes, note down the reading. Difference of pressure should not be more than :
 For Loco : 0.7 kg/cm² within 5 minutes (0.2 kg/cm² for one minute).
 For formation : 1.25 kg/cm² for 5 minutes (0.26 kg/cm² for 1 minute)

Parameters related to EMU/MEMU

Class	Type of LOCO	Total weight (Tonnes)	Total Width (mm)	Max.Axle Load (Tonnes)	Max.T Efforts (Tonnes)	Max. permissible Speed (Kmph)	No. of Traction Motors	Type of Brake for trains
EMU (CSS)	BO-BO	MC-59.3 TC-32.0	3660	20	5.8	96	4	EP&Auto Brake
EMU (ASS)	BO-BO	MC-59.3 TC-32.0	3660	20	5.8	100	4	EP&Auto Brake
3-Phase EMU (MEDHA/BHEL)	BO-BO	MC-54 TC-37 DTC-39 TD-38	3622	20.32	13.4	105	4	EP,Auto Brake& Regenerative Braking
3-Phase EMU (Alstom/BT)	BO-BO	MC-53.5 TC-37 DTC-39 TD-38	3622	20.32	13.4	110	4	EP,Auto Brake& Regenerative Braking
Air conditioned EMU	BO-BO	DMC-55.73 MC-54.15, TC-51.38 TC1-44.43 NDMC-54.62	3622	21	3.43	110	4	EP,Auto Brake& Regenerative Braking with wheel mounted disc brake
MEMU	BO-BO	MC-61, TC-33.15	3250	20	5.8	100	4	EP&Auto Brake
3-Phase MEMU (MEDHA/BHEL/Alstom)	BO-BO	DMC-57.85, TC-37.40	3242	20.32	3.56	110	4	EP,Auto Brake& Regenerative Braking
3-Phase MEMU(US) (MEDHA)	BO-BO	DMC-58.667, TC7-44.972, TC8-46.118	3240+/-5	21	3.57	110	4	EP,Auto Brake& Regenerative Braking

DIMENSION OF COACHING STOCK AND ELECTRIC/DIESEL LOCO**(A) Dimension of EMU/MEMU Coaches**

Item	EMU			MEMU	
	MC		TC	MC	TC
	ICF	JESSOP			
Length	20726 mm	20726 mm	20726 mm	21337 mm	21337 mm
Width	3658 mm	3637 mm	3658 mm	3245 mm	3245 mm
Height	3810 mm	3810 mm	3810 mm	3886 mm	3886 mm

(form Rail level)

(B) Dimension of ICF/RCF, BEML, IRS and LHB Coaches.

Coaches	Over Buffers (mm)	Over Body (mm)	Over all Width (mm)	Height from Rail level (mm)
ICF/RCF	22297	21337	3245	4025
BEML	22296	21336	3250	3991
IRS	21996	21030	3251	3886
LHB	24000	23540	3240	4039

(C) PARTICULARS OF OCF/RCF AC COACHES. Drawing No. AW90017

SL No.	TYPE OF COACHES	TARE WEIGHT (IN TONES)	TOTAL PAY LOAD(IN TONES)	GROSS WEIGHT (IN TONES)	Seat/Berths capacity
1.	WACCW(EOG)	44.8	3.68	48.48	46
2.	WGACCW(SG)	49.1	3.68	52.78	46/48
3.	WACCN(EOG)	48.3	5.12	53.42	64
4.	WGACCN(SG)	52.53	5.12	57.65	64
5.	WSCZAC(EOG)	43.1	5.36	48.46	73
6.	WGSCZAC(SG)	46.83	5.84	52.67	73
7.	WFCZAC(EOG)	42.6	3.68	46.28	46
8.	RA(NONAC)	41.3	1.2	42.5	-
9.	VP(HIGH CAPACITY)	32	23	55	-
10.	RA(AC)	46.69	1.2	47.89	-
11.	WACCNH(EOG)(GARIB RATH)	44	6	50	78

(D) PARTICULARS OF HYBRID COACHES. Drawing No. CA90001

SL No.	TYPE OF COACHES	TARE WEIGHT (IN TONES)	TOTAL PAY LOAD (IN TONES)	GROSS WEIGHT (IN TONES)	Seat/Berths capacity
1.	SWGS	37.6	12	49.6	99
2.	SWGSCN	39.6	9.3	48.9	80
3.	SGLR	37.9	13.3	51.2	-
4.	SWGACCN	50.6	8.7	59.3	72
5.	SWGACCW	48.4	7.2	55.6	52

(E) PARTICULARS OF LHB COACHES Drawing No. Parameters AC LHB Coaches taken from camtech maintenance manual of LHB Coaches from chapter-1 of para 1.1

SL No.	TYPE OF COACHES	TARE WEIGHT (IN TONES)	TOTAL PAY LOAD (IN TONES)	GROSS WEIGHT (IN TONES)	Seat/Berths capacity
1.	LWFAC	43.34	1.92(24X80kg.)	45.26	24
2.	LWACCNE	36.06	6.64(83X80kg.)	42.07	83
3.	LWACCW	44.5	4.16(52X80kg.)	48.66	52
4.	LWACCN	45.6	5.76(72X80kg.)	51.36	72
5.	LWGACCN	50.6	5.76(72X80kg.)	56.36	72

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7.	LWCZDAC	49.53	9.6(120X80kg.)	59.13	128
8.	LWCBAC	40.8	1.44(18X80kg.)	42.24	-
9.	LWFCWAC	42.5	3.04(38X80kg.)	45.54	38
10.	LWSCZAC	40.4	6.24(78X80kg.)	46.64	78
11.	LWFCZAC	40.4	4.48(78X80kg.)	44.88	56
12.	LWLRRM	53	0.4+3.9=4.3 (5X80kg.)	57.3	-

(F) GROSS WEIGHT OF VARIOUS TYPES OF COACHES IN OPERATION

SL No.	TYPE OF COACHES	TARE WEIGHT (IN TONES)	TOTAL PAY LOAD(IN TONES)	GROSS WEIGHT (IN TONES)	DRAWING NO.	REMARKS
1.	WGS	36.40	11.70	48.10	Drg.No.T-9-0-712	APPROX
2.	WGSCN	39.85	5.76	45.61	Do	APPROX
3.	GSLR	40.40	13.20	53.60	Do	APPROX
4.	WGSCZ	40.10	6.695	46.795	Do	APPROX
5.	EMU/TC/20T	36.00	32.00	68.00	EMU-C2-9-0-203	APPROX
6.	EMU/TC/16T	31.00	27.00	58.00	EMU-9-0-028	APPROX
7.	MEMU/TC	35.00	21.00	56.00	MEMU-TC-9-0-003	APPROX
8.	DEMU/TC(A/S)	33.00	21.00	54.00	DEMU-TC-4-9-0-403	APPROX

(G) Electric Loco

Sl. No.	Class of Electric Loco Motive	Total weight (tonnes)	Total width (mm)	Total loco Height with Pantograph locked down (mm)	Total loco length over buffers (mm)
1.	WAM-4	112.8	3055	4162	19974
2.	WAP-1	108.3	3000	4235	18794
3.	WAP-4	112.8	3179	4232.5	18794
4.	WAP-5	78.0	3144	4255	18162
5.	WAG-5 (Hit)	123.0	3055	4162	19974
6.	WAG-5 (Tao)	118.8	3055	4162	19974
7.	WAG-7	123.0	3055	4185	20394
8.	WAG-9	123.0	3152	4255	20562
9.	WAG-9H	132.0	3152	4255	20562
10.	WAP-7	123.0	3152	4255	20562
11.	WAG12B	180	3152	4255	38400
12.	WAG9HH	132.0±2%	3150	4265	20562
13.	WAG7HS	108.48±2%	3152	4255	20562

(H) Diesel Loco

Sl. No.	Class of Loco	Total Weight (Tonnage)	Total Width (mm)	Height from Rail level(mm)	Length on buffer (mm)	Length over body (mm)
1.	WDM-2	112.8 T	2914	4185	17120	15850
2.	WDM-3A/3C	112.8 T	2900	4048	17132	15862
3.	WDG-3A	123.0 T	2950	4052	19126	17850
4.	WDS-6	126.0 T	2864	3980	16572	15290
5.	WDS-4B	60.0 T	3100	4160	11000	9730
6.	WDG-4	126.0 T	3200	4201	19964	17850

LOCO SHED	HWHE	HWHD	SDAD	ASNL	BWNX	JMPD	TOTAL
WAG-5	0	0	0	0	43	4	47
WAG-7	0	0	0	0	61	47	108
WAG-9H	6	0	0	279	0	0	285
WAP-4	42	38	0	0	0	0	80
WAP-5	40	0	0	0	0	0	40
WAP-7	94	0	40	0	0	0	134
TOTAL	182	38	40	279	104	51	694

	HWH	UDL	JMP	SDAH	TOTAL
WDM3A	15	0	0	0	15
WDM3D	16	0	0	0	16
WDG3A	0	4	40	0	44
WDS6R	17	7	0	15	39
WDG-4/4D	0	136	0	0	136
WDP-4D	14	0	0	0	14
TOTAL	62	147	40	15	264

TYPE	WDM 2				WDM 3A				WDM 3D				WDP 4			
	60	70	80	100	60	70	80	100	60	70	80	100	70	80	90	100
1 in 50	210	—	—	—	330	265	200	—	370	285	230	—	420	350	280	240
1 in 100	470	370	295	—	680	550	430	275	745	595	485	320	830	695	565	490
1 in 150	695	545	440	290	960	775	605	390	1045	835	685	455	1150	960	785	675
1 in 200	880	695	560	365	1190	955	750	485	1295	1030	840	560	1725	1410	1175	955
1 in 400	—	—	—	—	1805	1435	1115	705	<1900	1540	1245	810	<1900	1720	1380	1175
1 in 500	<1000	1240	990	635	<1900	1585	1225	775	<1900	1700	1370	890	<1900	1890	1510	1280
On Level	<1000	<1000	<1000	1075	<1900	<1900	2005	1200	<1900	<1900	2240	1370	<1900	<1900	<1900	<1900

1. Maximum Starting Load

[illegible]

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2. Haulage Capacity Chart of CLASS WISE DIESEL LOCOS ON DIFFERENT GRADES (Freight) :

Type	WDM2				WDM3A				WDM3D				WDG3A				WDG4			
	20	40	60	80	20	40	60	80	20	40	60	80	20	40	60	80	20	40	60	80
1 in 50	900	455	235	140	1040	610	355	215	1345	670	390	245	1320	590	330	195	1790	850	510	330
1 in 100	1835	960	540	355	2100	1260	760	485	2690	1370	830	550	2645	1230	730	465	3545	1725	1055	705
1 in 150	2695	1415	805	535	3075	1840	1115	720	3930	2000	1210	810	3865	1805	1075	690	4840	2515	1535	1030
1 in 200	3490	1830	1040	695	3985	2370	1425	920	4185	2570	1550	1030	4400	2325	1385	890	5385	3225	1960	1305
1 in 400	4545	3150	1755	1145	4935	4055	2380	1500	5385	4390	2580	1675	5385	3990	2320	1460	5385	5385	3255	2110
1 in 500	4935	3660	2020	1305	4935	4710	2730	1700	5385	5100	2960	1905	5385	4640	2665	1660	5385	5385	3735	2395
On Level	5385	5385	4790	2765	5385	5385	5385	3565	5385	5385	5385	3970	5385	5385	5385	3490	5385	5385	5385	4980

Note :

- Both starting and hauling of trailing tonnage given in the chart are the maximum permissible values. The values are applicable for straight track only. On a curved section actual permissible load will be less than the values specified above. Actual permissible loads should be fixed based on load trail.
- The load chart is based upon maximum load of 59 BOXN (CC+8+2t) which is the limitation imposed by loop length.

CURRENT RATING OF TRACTION MOTOR FOR ELECTRIC LOCOMOTIVES

Ref : Bd's Letter No. 2007/Elect (TRS) 441/8pt dated 07.11.07

Type of Loco	Type of Transformer	Type of Traction Motors	Starting current (Amp)		One hour current rating (Amp)	Continuous current (Amp)
			2 min	10 min	60 min	
WAP 1	HETT 3900	TAO 659	1100**	1000	840*	750*
WAP 4	HETT 5400	HS 15250	1250	1100	960	900
WAP 4 (6P)	HETT 3900	TAO 659	1100**	1000	840	750*
WAM 4	BOT 3460	TAO 659	1100**	1000	750*	667*
WAG 5	HETT 3900	TAO 659	1100**	1000	840*	750*
WAG 5	HETT 3900	HS 15250	1200**	1100	840*	750*
WAG 7	HETT 5400	HS 15250	1300	1100	960	900

* Limited by transformer capacity.

** Limited by reliability consideration.

TRACTION MOTOR PERFORMANCE ON ELECTRIC LOCOMOTIVES

EXTRACT FROM PARA 30631OF ACTM VOLUME III

“Field Weakening Switch: After the maximum voltage for the motor has been attained field weakening may be effected if it is necessary to raise the speed further. This is done by operating the ‘Shunting Lever’. Care must be taken to see that sufficient time is allowed for train to accelerate before going to the next step. The current ratings prescribed for each type of loco should not be exceeded. Too fast a rate of field weakening could cause a flashover of traction motors and should not, therefore be attempted”.

Running of WAG-9H class of Electric Locomotive

Ref : RDSO's letter No. EL3.1.35/4 dated 8/9.09.05 (Para No. 2.5.3)

The profile of WAG - 9H class of locomotive is same as that of WAG - 9 locomotives. The pantograph of WAG - 9H locomotives in locked down condition and the surge arrestors infringe the Maximum Moving Dimensions of 1929 over non-electrified sections. After removing pantograph pan assembly and two surge arrestors, the profile will infringe the Maximum Moving Dimensions of 1929 but will be within “X” class loco profile. For moving of the loco in non-electrified territory, pantograph pan assembly and two surge arrestors shall be cleared by the Railway concerned as per the extent rules applicable. In non-electrified section where Maximum Moving Dimensions of existing “X” class locos are not permissible, the movement shall be in accordance with the instructions issued by the Railway Board and other additional instruction issued by the Zonal Railways for the movement of ODCs Railway Board have condoned the infringements of WAG - 9 locomotive vide their letter no. 95/CEDO/SR/37 dt. 13.01.1996.

XXXIII

GUIDELINE ON MOVEMENT OF OVER DIMENSIONAL AND OTHER BULKY CONSIGNMENTS

Definition :

Consignments, which when loaded upon a wagon, would infringe the maximum standard moving dimension, at any point, on the entire route, from the booking station to the destination, including via break of gauge is called an Over Dimensional Consignment (ODC). Therefore, any consignment exceeding the dimension quoted below shall not be registered for booking unless prior sanction for its acceptance has been obtained from the Zonal headquarters.

Maximum Moving Dimensions from rail level (at any point) :

Description	Gauge BG (MM)
Height at Centre	4115
Height at sides	3505
Maximum Width	3050 for Bogie Wagon 3200 for 4 wheeled Wagon

Note : (i) Above mentioned dimensions includes lashing and packing.

(ii) When a dummy truck is used, the maximum weight that may be loaded, in any wagon of truck is distinctly marked on each vehicle and must not be exceeded.

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

Class 'A' : Those ODC loads, which has a gross clearance of 22.86 cm (9 inches) and above.

Class 'B' : Those ODC loads, which has a gross clearance of 15.24 cm (6 inches) and above, but less than 22.86 cm (9 inches).

Class 'C' : Those ODC loads, which has a gross clearance of less than 15.24 cm (6 inches) but not less than 10.16 cm (4 inches).

Class	Sanctioning Authority	Maximum Permissible Sanctioned Speed	Movement During Day or Night	Required to be escorted by
A	Within Division : DRM Inter Division of the same zone COM Inter Rly. : COM of concerned Railway.	Sectional speed	Day & Night	
B	Local : DRM Inter Div./foreign Rly. : COM	BG-40 KMPH	Day & Night	TXR
C	CRS	BG-25 KMPH	Day	SE (C&W) SE(P.way) TI

Net Clearance :

The net clearance shall be worked out as under :

The net clearance between the consignment as loaded in the train and any fixed structure should be calculated after making an allowance of 75 mm (3 inches) for lurch (horizontal) and 7.62 cm (3 inches) bounce (vertical) on the straight together with following additional factors applicable only when the structure in question is situated on a curve.

1. Horizontal Clearance :

(a) Allowance for lean due to super-elevation and overhang due to curvature. The lean should be calculated for that point on the profile of the load which is likely to have the smallest clearance from fixed structure the formula being :-

$$\frac{HC}{G}$$

where H = height in feet to the point being considered.

C = Super elevation

G = gauge

For the central overhang due to curvature, the formula will be :- $B^2/8R$

where B = distance between bogie centre

R = Radius of curve.

In case where the overhang at the end of a vehicle may have to be calculated by the formula will be :-

$$\frac{L^2 - B^2}{8R}$$

Where L is the length of the vehicle.

(b) Additional lurch on curves may be taken 38 mm.

Vertical Clearance :

In case where the top width of the consignment exceeds gauge of the track the vertical tilt should be added to the height of consignment to work out the vertical clearance from the fixed structure.

Procedure for sanctioning movement of ODC :

When ODC consignment is offered at a station for booking SS/SM will verify if the consignment exceed the maximum moving dimension from origination station to destination station including via. and break of gauge, if involved. He should apply to the Sr. DOM, who will obtain the necessary sanction of the competent authority.

An application must show the length, width, height, and weight of the load accompanied by a sketch in duplicate of the consignment.

In communicating sanction for the movement of ODC, specific route, through which the particular consignment will move, should be indicated, and it will be the responsibility of the SS/SM of the station from which the load originates.

In addition to strictly adhering to the specific route, the restrictions (e.g speed restrictions, night running restrictions, platform restrictions etc.) notified for conveyance of the consignment over the route, must be adhered to, and no relaxation in this regard is permitted.

Loading :

On receipt of the sanction, the consignment should be loaded carefully, lashed and packed properly, so as to avoid any change of shifting enroute.

While examining the wagon loaded, the SE(C&W) must pay attention on the following:

- i) Load is well secured;
- ii) Load is within the C.C of the wagon;

- iii) Weight on any pair of wheels does not exceed;
- iv) Axle load restriction, if any;
- v) Under gear of the wagon;

After loading the consignment, Sr. SE(C&W) will register the measurement and advise the SS/SM concerned of the various overall dimensions, including the packing and Lashing etc., as loaded in truck. SE(C&W) must issue "fit to run" certificate to the effect that the loaded wagon concerned is safe to run via the particular route specified.

SS/SM will inform, then to Sr. DOM/DOM and office of the COM, followed by a confirmation copy, to be sent to COM.

The Operating Branch will arrange to advise the COM of the other Rlys. concerned, with full dimensions of the consignment, as loaded in the truck for issue of necessary final sanction for movement.

Under any circumstance, provisional sanction must not be treated as final sanction and final sanction must invariably be awaited before consignment is despatched.

SS/SM/YS/YM concerned must furnish full particulars of the wagon to the control, such a wagon No., Owning Rly., Type of wagon, Station from and to, route over which it is required to move etc. After this, Control/Divisional Office will give necessary permission to the concerned staff to despatch the wagon by a particular train on date advise and obtain their acknowledgment.

A Caution Order will be given to the Guard and Loco pilot of the train carrying ODC to restrict the speed and observe any other speed restriction at any other point or other precaution as laid down.

On Electrified Section :

- a) In addition to the precautions laid down above, the following special precautions must be observed for transport of over-dimensional loads on the electrified section :
- b) In all cases, where oversize consignment is moving, it should be remembered by all staff accompanying the ODC, that the overhead electrical equipment is always 'LIVE', except when a particular power block has been obtained from the Traction Power Controller. Even when a power block has been obtained, it should be remembered that all the lines, other than those for which the power block has been granted, are 'LIVE' at 25000 Volts.
- c) No person should climb on the roof of carriages of wagons, when those vehicles are located beneath the overhead equipment, except when the equipment is made 'DEAD' and earthed.
- d) The following are the prescribed clearance from contact wires for the passage of over-dimensional loads through electrified traction areas and the special restrictions required :
- e) Special speed restriction is not required when the gross clearance is at least 390 mm.
- f) Speed must be restricted to 15 kmph, when the gross clearance is in between 390 mm to 340 mm.
- g) Speed must be restricted to 15 kmph and over head power must be switched off when the gross clearance is less than 340 mm.
- h) No consignment with less than 100 mm gross clearance from the over head contact wire will be permitted over electrified section.

i) A representative of the Traction Department should also accompany all ODC having clearance as specified in item (b) and (c) of sub para (3) above, over electrified section.

J) A representative of the Traction Department should accompany all ODC loads having width of more than 1981 mm for BG from the centre line of the track.

k) Section Controllers and Traction Power Controller must co-ordinate, while an ODC moves on electrified area.

l) A list of structures, where the clearances are restricted on the electric traction area and also the clearance available under overbridges should be with the Section Controllers and Traction Power Controllers.

Despatch of ODCs :

1. At the originating station the ODC wagon will be moved when final approval has been obtained from the competent authority.
2. At the originating point the number of wagon/wagons carrying ODC should be entered by the Train Clerk/SM in the vehicle guidance in red ink to be handed over to the Guard of the train.
3. SS/SM should advise the Section Controller on duty, before starting the train and while asking line clear, describe the train number with letter 'X' suffixed on it.
4. It will be the duty of the Dy. Chief Controller to keep adjoining Control Office informed about the movement of such ODC, till such time, it is handed over to the adjoining division by specified train. Also ensure that the consignment is moved strictly by the authorised route.
5. Shunting of train with an ODC should be avoided. Loose and rough shunting of ODC wagon and against such wagon is prohibited.
6. When any ODC wagon is detached from the train at any station, SM and Guard are responsible to ensure safe placement and securing of wagon/load.
7. Facility for accompanying staff for extra wagon/brake van should be provided if so required.
8. When a load is so long that it cannot be accommodated in two trucks (i.e. two 8 wheelers), it must be loaded in three trucks so that the entire weight is carried on the centre vehicle and the end trucks are idlers. The load must be placed on packing in the centre truck, so that it is clear of the floor of the end trucks by not less 152 mm and there must not be less than 304 mm up side clearance in the end trucks between each of load and side of truck.

If the weight of the load is such that it cannot be carried on the centre truck, then the load must be carried as equally as possible on the trucks and centre vehicle must be an idler.

THE GUIDELINES FOR OPERATION OF CBC EQUIPPED COACHES

The following procedure order should be adopted for a coaching train fitted with CBC hauled by electric locomotive :-

- (1) After berthing the CBC rake on the platform and before releasing the rake by C&W, the first five coaches should be in brake applied condition.
- (2) For attaching the locomotive, the loco shall be stopped at 20 meters from the first coach (SR 5.13.3) and shall move slowly to again stop at not less than 3 meters from first coach of the rake.
- (3) The SLR CBC and loco CBC shall be aligned horizontally so that they are within gathering range.
- (4) SLR CBC knuckle shall be in the closed position and ensure full clearance of tell tale recess. The loco CBC knuckle shall be unlocked and in open condition.
- (5) The loco pilot shall proceed the loco up to the 3rd notch in succession so that the loco can couple with the coach at a speed of 2 to 3 kmph.
- (6) On coupling, full clearance of tell-tale recess of both couplers shall be ensured by C&W staff. C&W staff after ensuring that both the couplings are in case shall lock uncoupling rod by putting locking pins in place in both the CBCs and the locking pins shall be tied by GI wire.
- (7) The training of all the loco pilots shall be arranged. Course regarding correct procedure of coupling, the CBC rakes and how to ensure proper locking. Once all the loco pilots are fully trained in handling CBC coupling, the loco pilot should be made responsible for checking proper locking of CBC of 1st coach with locomotive. Till loco pilots are trained, the work may be assigned to C&W staff escorting the train.
- (8) The loco pilot shall take the 2nd notch for checking the proper coupling by pulling. C&W staff shall insert the shim as per RDSO sketch.
- (9) When the loco in the pulled condition, the gaps in the CBCs shall be filled by providing shims of adequate thickness by the C&W staff. The shims shall be tied with wire to the restrictor plate.
- (10) The loco pilot and guard shall ensure that the required amount of BP and FP pressures are and build up in loco and SLR respectively.
- (11) After ensuring the above procedure for coupling, the brakes of first five coaches shall be released by C&W staff.
- (12) C&L staff shall travel in rear cab of the working locomotive. Authority for travel in rear cab by C&W escorting staff shall be asserted by the divisions. In case of any problem enroute in coupling noticed by the loco pilot, he will sound the whistle code and advise the Guard regarding difficulty/any abnormality in the coupling. Escorting staff shall immediately report to the Loco Pilot.

Guideline for Speed restriction due to breakage of Secondary outer flexi-coil spring en-route in LHB type coach.

In case of en-route breakage of outer flexi-coil spring of secondary stage suspension the LHB coach can be permitted to run up to the destination at a maximum speed upto 90 Kmph with TXR staff to escort the train and critically monitor the broken spring. The following should be ensured while permitting such movement.

- (i) Only one spring is in broken condition
- (ii) The spring is broken at one location which falls within top or bottom two coils.
- (iii) The spring is not displaced from its position.
- (iv) Bump stop gap should not be zero.

JOINT PROCEDURE ORDER FOR FREIGHT TRAIN EXAMINATION

No. TS.550/11/JPO/Vol. I

Dated: 18.07.2024.

A. CLOSE CIRCUIT (CC) EXAMINATION:

Closed Circuit Rakes are formed for optimum utilization of wagons by multiple loading-unloading of a rake between successive examinations.

1. Close Circuit Rakes to be based at a mother depot with defined circuit of movement.

2. Eastern Railway CC rake Examination Points with the circuits in which they shall ply are as follows:

Sl. No.	Division	Base Depot/ Point	Stock	Circuit
1	ASN	WDD/UDL	BOBYN	Within ER ,ECR, NFR, NER & SER
		WDD/UDL	BOXN/BOXNHL	Within ER, SER,NR, NFR, ECR & ECoR
		WDD/UDL	BOBRN	Within ER, SER, ECR & ECoR
		Up Yd / UDL	BOBRN	Within ER, SER, ECR & ECoR
		Up Yd / UDL	BOXN/BOXNHL	Within ER, SER,NFR,NR,ECR & ECoR
		DSEY	BOXN/BOXNHL	Within ER, SER,NR, NFR, ECR & ECoR
2	HWH	PKR	BOBRN	Within ER, SER, ECR & ECoR
		PKR	BOBYN	Within ER, ECR, NFR, NER & SER
		PKR	BOXN/BOXNHL	Within ER, SER,NR, NFR, ECR & ECoR
3	SDAH	CP	BLC	Within ER,SER,SECR,ECoR and ECR
		CP	BCN	Within ER, SER, NFR, NER & ECR
		CTKR (MJT)	BLC/BLL/BFKHN	KOPT (MJT) to NFR, SER, ECoR, ECR, NR, NER, NCR
		NH	BCN	Within ER, SER,NFR, NER, & ECR
		EJC Yard (MJT)	BLC/BLL/BFKHN	KOPT (MJT) to NFR, SER, ECoR, ECR, NR, NER, NCR
4	MLDT	JMP	BOXN/BOXNHL	Lalmatia Circuit (only Off-POH Wagons)
		MLDT	BOBYN	Within ER ,ECR, NFR, NER & SER
		MLDT	BCN	Within ER ,SER, NFR, NER & ECR

·CC Rakes are to be offered for examination on nominated CC examination lines only.

·CC rakes should ply over the circuits mentioned on the BPC only. Exceptions would however, be considered on case to case basis. Any extension to the CC Circuit shall have the joint approval of the CRSE/ER & CFTM/ER.

**** Twinning of Base Depots for CC examination:CC examination Depots can be twinned with another associate depot in the specified circuit of CC rakes, to minimize empty running of the rakes for examination.**

Group of 22 Depots of 8 zones have been identified for twinning of BOXN/BOXNHL CC rakes (as on trial basis with validity upto30.09.2024):

- ☐ CR – BSL
- ☐ ER - PKR, UDL, UDL-UP, UDL-WDD, DSEY)
- ☐ ECR – DDR, PTPU
- ☐ ECoR – OEC/VSKP, RYD/VSKP, VSPS
- ☐ SCR – BPA, BZA,GY, RDM
- ☐ SER – ADTP, BKSC, BNDM, NMP
- ☐ SECR – BIA
- ☐ WCR – KOTA, NKJ

OPT-5 is to be issued for examination of other based CC rakes mentioning base depot of such rake.

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Group of 8 Depots of 5 zones have been identified for twinning of BOBRN CC rakes (on trial basis, upto 30.09.24)

- ☐ ECoR – PRDP, OEC/VSKP, RYD/VSKP
- ☐ **ER – UDL**
- ☐ SCR–RDM
- ☐ SER– BJE, NMP
- ☐ SECR– BLEY

Group of 12 Depots of 9 zones have been identified for twinning of CONTAINER CC rakes (as on trial basis with validity upto 30.09.2024) :

- ☐ NCR – ICDG(CPC)
- ☐ NR – TIDC(TKD), ICDD(DER),(DICD)DDL
- ☐ ECoR– VZP (CCJS)
- ☐ **ER – CTKR (Kolkata) / EJC Yard (MJT)**
- ☐ CR – PCPK(NGP)
- ☐ SR – ICDT(TNPM)
- ☐ SCR – CSTM(SNF)
- ☐ SWR – ICDW(WFD)
- ☐ WR – CKYR (KHDB), CKYR(SBI)

(Ref: RB's letter no. 2018/M(N)/951/34Pt.3(E:3332479) dated 28.03.2024)

- a) CC rake examination of BOBYN is interchangeable among UDL, PKR and MLDT depots.
- b) CC rake examination of BOXN/BOXNHL and BOBR is interchangeable between UDL and PKR depots.
- c) CC rake examination of BCN is interchangeable among CP, NH and MLDT depots.

Overdue CC rakes of one base will be subjected to CC examination at other base irrespective of their base as mentioned above (a) to (c) , i.e. X base CC rakes will be attended at Y base for making CC rake and vice-versa subject to offering of rake with previous CC BPC of X/Y base.

3. The validity of CC rakes:

Brake Power Certificate of CC rake will be valid 6000 kms or **30 + 5** days from the date of issue, whichever is earlier. During the **30** days period, the rakes will be allowed multiple loading/unloading. Loading will not be allowed after 30 days. To avoid examination in loaded condition, a grace period of 5 days has been allowed. CC Rakes, after expiry of their validity, should invariably move towards the base depot so that they reach their maintenance base within the grace period of **5** days.

4. CC Rakes will be turned out with **100%** brake power.

5. The composition of the rake shall not be changed by more than **4 nos.** of wagons within the validity of the BPC.

BPC validity of CC rakes of some specific stock types are as follows (valid upto 30.09.2024 except BTPN):

- ☐ BOXN/BOXNHL: 10,000 Kms or 35 + 5 days, whichever is earlier.
- ☐ BOXNHL25T : 10,000 Kms or 35 + 5 days, whichever is earlier.
- ☐ BOXNS : 10,000 Kms or 35 + 5 days, whichever is earlier.
- ☐ BOBSN : 8000 Kms or 35 + 5 days, whichever is earlier.
- ☐ BOBRN : 7500 Kms or 35 + 5 days, whichever is earlier.
- ☐ BCN & BCNHL: 9000 Kms or 30 + 5 days, whichever is earlier.
- ☐ BTPGLN : 10,000 Kms or 35 + 5 days, whichever is earlier.
- ☐ CONTAINER : 9000 kms or 30 days whichever is earlier.
- ☐ BOYEL : 9000 Kms or 35 + 5 days, whichever is earlier.

(Ref: RB's letter No. 2022/M(N)/951/34(E-3381949) dated 28.03.2024)

- ☐ BTPN: 30+5days or 7500 kms, whichever is earlier.

(Ref: RB's letter No. 2022/M(N)/951/34-Part(1) (E-3434974) dated 30.06.2023)

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To prevent loss/dissipation of CC rakes and at the same time maintain standards of safety, following system for BOXN/BOXNHL CC rakes is to be maintained:

- a) Whenever rake of any depot will become due for its next examination, on certain specified foreign Railways, and if the rake is in empty condition, the BPC of such rakes may be revalidated by TXR once, after intensive examination at the nearest Train Examination Point, for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) for loading to specified destination and onward movement as empty to base CC depot. Such CC rakes will not lose their CC character if returned back to their base CC depot, within the extended validity of BPC.
- b) Once such rake is unloaded at the destination, it will be routed back to the original base depot.
- c) To maintain the integrity of CC rakes, during intensive examination for revalidation of BPC, wagon due for ROH, POH and unloadable wagons, provided wagons are safe for movement, shall not be detached at out-station depots and efforts will be made to attend maximum possible repairs in yard itself.
- d) To ensure that the rakes are returned back to original base depot, these rakes will move as “FLYING RAKES” even in loaded condition so that the identification is made easy. For example, if a Bhilai CC rakes is overdue in ECR and is loaded for Panipat Power House, the rakes will be named and will move as “FLYING Panipat”. The “FLYING Panipat” rake after release at Panipat will be sent back by Northern Railway to Bhilai in empty direction.
(Ref: RB's letter No. 2009/M(N)/951/4, dated 04.03.2009)
(Ref: RB's letter No. 2008/M(N)/951/13/CC Rakes(Pt.), dated 20.08.2013)
6. If a CC rake becomes invalid in loaded condition –it will be examined at the next available TXR point in the direction of movement and BPC shall be revalidated for movement in the specified circuit up to its nominated depot via unloading point. **Examination in loaded condition should be in exceptional circumstances.**
7. After tipping the rake will be moved on the basis of TMLP check.
8. It shall be the responsibility of the Division and signatories of the agreement between Railways and plant authorities to ensure periodical joint inspection of the tippler, retarders and their repair to avoid any damage of the wagon in the body, couplers, air brake hose fittings etc. Joint Inspections at Senior Supervisor levels to be done after every 6 months and Assistant Officer level annually.
9. In case CC rake is not made available for examination at the base depot and offered for examination at some other depot, it will become a non-CC rake and it will follow the normal intensive examination pattern.
10. **Logging of Kms are to be done in BPC by Crew & Train Manager mandatorily on both the copies.**
11. CC rakes shall be monitored closely through FOIS by Operating Department and all Sr. DOMs & Sr. DMEs to ensure that each such rake is worked to its base depot before completion of stipulated Kms/days.

B. PREMIUM EXAMINATION:

1. Premium rakes will be formed out of AIR brake covered stock, open stock and other stock (BCN group, BOXN group, BOBR group, BTPN, BOST, BOBYN etc.) to enable multiple loading/unloading.
2. These rakes must be examined in “empty condition only”.
3. These rakes will be turned out with at least **95%** Brake Power.
4. Brake Power Certificate issued for such premium rake will be valid for **12+5** days from the date of issue. During the **12** days period, the rakes will be allowed multiple loading/unloading.
5. After lapse of **12** days, the empty rakes would be offered for next examination. The grace period of **5** days is permitted to avoid examination in loaded condition. However, after expiry of grace period i.e. **17** days after the date of issue of BPC, even loaded premium rakes will be offered for examination at the 1st TXR point in the direction of movement and in this case it will be turned out as a normal end-to-end rake. In no case Premium rakes should be offered for loading after a lapse of **12** days.
(Ref: RB's letter No. 2023/TT-1/27/07/Invalid BPC dated 09.06.2023)
6. After each loading/unloading the rake will be checked by Train Manager and Loco Pilot before commencement of journey and observations will be recorded in the Pro-forma for TMLP check.
7. The composition of the rake shall not be changed by more than **4** wagons within the validity of the BPC.

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SPECIAL PREMIUM (SP) EXAMINATION: BCN/ BCNA RAKES:

1. The BPC of SP rakes shall have a validity of **20** days with **5** days additional grace period to facilitate examination in unloaded condition. This validity shall be clearly mentioned on BPC. During the 20 days period, the rakes will be allowed for multiple loading/unloading.
2. The SP rakes shall be turned out with minimum **100%** Brake Power.
3. These rakes must be examined in “**empty condition only**”.
4. After each loading/unloading the rake will be checked by Train Manager and Loco Pilot before commencement of journey and observations will be recorded in the Pro-forma for TMLP check.
5. After completion of 20days, the rakes shall be offered for next examination at the first examination point in the direction of movement, **No loading shall be permitted after 20 days**. The grace period of **5** days is permitted to avoid examination in loaded condition. However, after expiry of the grace period, i.e. after completion of **25** days after the date of issue of BPC, even a loaded SP rake shall be offered for examination at the first TXR point in the direction of movement.
6. This order is on trial basis with validity upto 30.09.2024.

(Ref: RB's letter No. 2022/M(N)/951/34 Pt.I , dated 11.04.2022)

(Ref: RB's letter No. 2022/M(N)/951/34(E-3381949) dated 28.03.2024)

C. INTENSIVE (END TO END) EXAMINATION:

1. The rake shall be meant for single loading/ unloading between two successive intensive examinations.
2. The BPC of empty rake will have no destination mentioned. But, after loading of the rake, the Operating staff (Commercial staff, if no Operating staff is posted at that station) shall ensure that the destination of the loaded train is clearly mentioned on the BPC which will then become valid up to such destination only. If destination is not mentioned on the BPC of a loaded intensive rake then the BPC become invalid.
3. The composition of the rake shall not be changed by more than **4** wagons within the validity of the BPC.
4. Post loading examination by TXR staff may be discontinued for all type of stock. However, post-loading check will be carried out by Train Manager and Loco Pilot as per Proforma of TMLP check.
5. The Intensive rakes shall be turned out with minimum **90 %** Brake Power.

☐ Premium & Intensive EXAMINATION POINTS over ER

Sl. No.	Division	Examination Points	Type of Examination
1	ASN	HSME	Intensive
2	ASN	STN	Intensive (only BOBR)
3	ASN	DSEY, UDL (UDLU, ETYD, WDD)	Premium, Special Premium& Intensive
4	SDAH	NH	Premium, Special Premium (BCN) & Intensive
5	SDAH	CP	Premium & Intensive
6	SDAH	CTKR/MJT	Premium & Intensive
7	SDAH	EJC Yard/ MJT	Premium & Intensive
8	SDAH	BGBG	Intensive (only Newly Built wagons)
9	MLDT	MLDT	Premium& Intensive of BOXN, BCN and Special Premium of BCN
10	MLDT	JMP	Premium of BOXN (only Off-POH Wagons), BCN& Intensive.
11	HWH	PKR	Premium & Intensive

D. CLEARING OF STABLED LOADS:

1. CC, Premium, Special Premium and Intensive Rakes shall not be stabled for more than 24 hrs. at nominated TXR examination yard, otherwise it has to be offered for TXR examination. However, TXR examination should not be required up to 48 hrs. if the rake is stabled at UDL Up Yard (UDLU), UDL Empty Yard (ETYD), and UDL WDD (West Down Departure) Yard.

(Ref: Note No. TS. 550/10/C&W/XIV, dated 02.11.16)

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2. Rakes detained at terminals on account of any of the handling activities must not be considered as stabling.
3. Loco pilot and Train Manager while clearing the roadside stabled load must check the validity of the BPC and in case the validity has lapsed they shall work the train up to the next nominated TXR point in the direction of movement and control shall be informed through the SM by and endorsement on the Joint Memo.

E. BACK LOADING:

Efforts shall be made to send loaded rakes having sufficient validity period to terminals/sidings/cluster where back loading is generally done. However, in case loading is done in an expired BPC validity rake, it should be examined there in the siding/terminal/cluster, if facility is available. However, in case such facilities are not available, then following conditions will apply for running of such rakes:

1. Such rakes can run on the basis of TMLP check, including calculation of Brake Power %age, only upto the first nominated freight examination point in the direction of train movement for intensive examination and issue of BPC (ETE).
2. Such rakes shall have suitable flag in FOIS & FMM.

(Ref: RB's letter No. 2023/TT-1/27/07/Invalid BPC dated 09.06.2023)

F. Pattern of Freight Examination for empties generated over ER:

No BPC of a rake, be it that of CC, Premium/Special Premium or Intensive examination, will be considered invalid upon expiry of the validity, while on run to the Base/Twin depot (in case of CC rakes) or the first TXR point in the direction of movement. Such streams over ER have been identified in the following table, in which rakes, upon expiry of the BPC validity, will run on the strength of TMLP Check (earlier known as GDRCheck).

Release Point	Direction of Traffic Flow
BGBG AREA/ NACC/BLN/BT/BNJ/ESCL	M/O to SER via BTNG upto next TXR point
CSZ/SGV/KNJ/FCK/TGH	Upto NH/PKR/MLDT
DKAE/DFSD/MUCL/SSYS/LPDC	M/O to SER via BTNG / TPKR upto next TXR point
DUMK/TKLE/APJG	M/O to SER via DUMK-RPH-BWN-BTNG
MCCS/PSPM/DGLE	M/O to SER via GSGB - NHT - RPH -BTNG
NTKS/FSTP/PACT/SBGG/GZM	Upto PKR
1.BTMT/TRTS/BDC/MUG/TAK/BWN/SRP/TIT/SNT 2. BTPC/SURI/PECP/IOCR 3. All sidings of DURGAPUR, TAPASI & ANDAL area	Upto UDL
DSTP	M/O to SER via KPK upto next TXR point
ASN/PMLR/BCQ/MDP/JSME	M/O to SER via ASN upto next TXR point
MMMT/THAPARNAGAR	M/O to ECR via PKA upto next TXR point
MTPS/RANIGANJ	M/O to ECR via PKA upto next TXR point M/O to SER via KPK upto next TXR point

1. Empty rakes due for examination should ideally be examined for the first nominated freight examination point. However, if congestion in the section / yard is envisaged due to capacity constraint, such rakes can be moved to the next nominated C&W point, as per instruction issued by the respective Zonal Railways.
2. However, if there is a loadable indent enroute the same shall be offered for loading to prevent loss of revenue and to meet customer demand. Once this rake has been loaded it shall be offered for End-to-End examination at the first examination point in the direction of movement of the booked consignment. The Direction of traffic flow mentioned in the table should be followed accordingly.
3. **Divisions to ensure that no loaded rake should by-pass any C&W examination point.**

(Ref: RB's letter No. 2023/TT-1/27/07/Invalid BPC dated 09.06.2023 & 30.08.23)

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☐ **Trains from BANGLADESH RAILWAY**

Regarding pattern of freight train examination of BDR incoming rakes, **JPO No.MC/1245/Pt.VI dated 14.08.03** shall continue to remain in force.

1. Due to non-availability of TXR staff at PTPL and GEDE for examination of incoming rakes from BDR, the rake has to be moved from interchange point to RHA, only on TMLP check. From interchange point to RHA, responsibility of safe running of the train lies on Loco Pilot and Train Manager.

Following aspects are to be ensured during TMLP check:

- a) Brake continuity before start.
 - b) No loose or missing fittings in the under gear.
 - c) A memo to be prepared in triplicate duly signed by Loco Pilot and Train Manager. Both should retain one copy of the same (duly signed by SM) and the third copy to be handed over to SM.
2. No detachment of wagon will ordinarily be permitted unless safety is adversely affected.
 3. In case of any detachment, the SM of interchange points will co-ordinate with billing TXR at RHA regarding the nature of damage, before detachment. The detached wagon/wagons will have to be attended later by the C&W staff of NH.
 4. At RHA, Safe to Run examination of the load will be carried out by the TXR of SDAH division who is posted there for billing; SM/RHA will issue a memo to billing TXR for safe to run examination from RHA to NH. The train should leave RHA for NH only after that STR examination. The train should leave RHA after detaching the wagon (if any) found unsafe to run.
 5. To make fit the detached wagons at interchange points and at RHA for running upto NH, minimum repair work is to be attended at site by C&W staff of NH. The TXR at RHA will work as coordinator and ensure early repair of the wagons.
 6. On arrival of the rake at NH yard, thorough examination will be carried out and fresh BPC will be issued.

G. SPECIAL FEATURES FOR BOBR/BOBRN RAKES:

In view of safety, each CC or non-CC BOBR/BOBRN rakes shall normally be checked by TMLP. However, depending on the ground situation, rake may be offered to TXR through a memo for attention to door opening mechanism before next loading.

H. TMLP Check:

1. TMLP check should be done after every loading/unloading/back loading of a rake.
2. Whenever a CC/Premium/Spl. Premium/Intensive rake is being loaded or unloaded, TMLP check is must.
3. If a rake is stabled at non-TXR point for more than **24** hours, TMLP check should be done before clearance of stabled load.
4. Rakes detained at terminals on account of any of the handling activities must not to be considered as stabling.
5. If BPC has become invalid then TMLP check should be done before taking the rake to the nearest train examination point in the direction of train movement.
6. TMLP check shall be carried out by Train Manager & Loco pilot as per proforma given in Annexure.
7. Instructions regarding TMLP Check (earlier known as GDR Check) and Door working. Staff involved should ensure the activities and responsibilities as given below.

☐ **TRAIN MANAGER & LOCO PILOT (CREW):**

- a. Henceforth TMLP check will be required to be done in all cases of unloading/loading of rakes, irrespective of method of loading/unloading as well as type of BPC, so as to ensure all the doors and fitting of wagons have been properly secured and there is no possibility of them turning loose on run.
- b. Closure of doors should always be checked by train crew before drawing out a rake from a terminal as part of the prescribed TMLP check. Updated Performa to be filled up after TMLP check.

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- c. Closure of doors should also be checked and ensured during TMLP check and same recorded in the TMLP memo.

8. OPERATING AND COMMERCIAL STAFF ON DUTY AT SIDING/TERMINALS

- (i) Release memo of rakes should be accepted by operating/commercial staff only after proper closure of doors has been ensured by the siding/handling agencies. This may be explicitly mentioned in the release memos.
- (ii) In case it is not feasible to close the doors in the terminal due to door defects, it should be certified by the railway officials posted in the terminal and C&W attention provided for closing such doors at an operationally convenient location.
- (iii) Operating staff concerned shall assure themselves that TMLP check has been done before drawl of the rake and TMLP memo has been signed as prescribed.

9. MECHANICAL DEPARTMENT STAFF

- (i) TRAIN EXAMINATION YARD STAFF -At the time of rake examination by C&W staff for issue of a fresh Brake Power Certificate, proper closure of doors should be ensured and this should be explicitly mentioned in the brake power certificate issued for all wagon types having doors, like BOXN, BCN, BOBRN, BCACBM etc. The examination gangs should clearly endorse by hand or by Rubber Stamp the following - 'All doors checked & found working'.
- (ii) POH SHOPS, ROH DEPOTS & SICKLINES: During repair/overhaul it shall be ensure that all defects and deficiencies are attended to properly and instructions issued vide Mechanical (Fr) dtte letter a Ref (vi) are strictly adhered to.
(Ref: RB's letter No. 2018/M(N)/951/34 Pt. dated 23.06.2020)

(Ref: RB's letter No. 2008/M(N)/951/13 dated 28.08.2009)

10. Instructions for controlling running of freight trains with invalid BPC:

- (i) No loading shall be done after expiry of permissible days (excluding grace period) or kilometer, whichever is earlier in CC rakes or after expiry of permissible days (excluding grace period) in Premium/Special Premium rake, as mentioned in the BPC of the respective rake. In case of End to End (ETE) examined rakes, second loading is not permitted without examination. Any deviation in these stipulations will render the rake as running with invalid BPC. However, in case of such rake getting released in a cluster where back-loading takes place (as detailed in point no. vi below) they shall be dealt as per the procedure given in para 6 below.
- (ii) After loading within the validity period, as mentioned in para I above, efforts shall be made for ensuring that after unloading rake reaches the examination point within the grace period prescribed in BPC of CC/Premium/Special Premium rakes. However, if due to some unavoidable circumstances, any rake does not reach the examination point within the grace period, in such cases additional TMLP (earlier known as GDR) check, including calculation of Brake Power %age, shall mandatorily be conducted after the grace period. Such rakes shall be considered valid only for movement towards examination point. Suitable color/lag shall be provided for such rakes in FOIS/FMM.
- (iii) Empty rakes due for examination should ideally be examined at the first nominated freight examination point. However, if congestion in the section/examination yard is envisaged due to examination capacity constraints, such rakes can be moved to the next nominated C&W point. However, if there is a loadable indent en-route the same shall be offered for loading to prevent loss of revenue and to meet the customer's demand. Once this rake has been loaded shall be offered for end-to-end examination at the first examination point in the direction of movement of the booked consignment.
- (iv) Examination in empty condition in all variants of BOXN/BOBRN/BTPN & BLC to be done only on pattern of CC/Premium/Special Premium. However, in case it is not possible, reasons for the same to be recorded. End to End examination is to be gradually phased out.
- (v) For premium rakes, the grace period shall be 5 days.

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(vi) Efforts shall be made to send loaded rakes having sufficient validity period to terminals/sidings/cluster where back loading is generally done. However, in case loading is done in an expired BPC validity rake, it should be examined there in the siding/terminal/cluster, if facility is available. However, in case such facilities are not available, then following conditions will apply for running of such rakes:

- a. Such rakes can run on the basis of TMLP check, including calculation of Brake Power %age, only upto the first nominated freight examination point in the direction of train movement for intensive examination and issue of BPC (ETE).
- b. Such rakes shall have suitable flag in FOIS & FMM.

(vii) FOIS is an important tool for checking and monitoring movement of rakes with invalid BPCs for taking corrective action. Therefore, it is important to ensure that the actual data in this regard match with the FOIS data. Details available in FOIS are to be crosschecked with actual BPC. Prima facie, rakes shown as invalid in FOIS are to be taken as one and subsequently, it should be verified with actual BPC.

(viii) Before taking over rakes from other zones, Divisional Control to check BPC and tally with FOIS/FMM. In case, train has bypassed any examination point, same should be taken up with the concerned Rlys.

(Ref: RB's letter No. 2023/TT-1/27/07/Invalid BPC dated 09.06.2023 & 30.08.2023)

I. Examination of Rakes for STEEL Plant:

Incoming rakes for loading in Steel plant shall be examined by C&W staff in regard to mechanical examination, completeness & securing of brake gear and air brake for issuing "loading fit" certificate.

The examined rake can be supplied to the Steel Plant for loading. After loading, the wagons shall be checked by C&W staff inside the plant premises, in regard to securing of steel consignment and RR shall be issued after the certification by C&W staff as per existing practice.

The loaded rake on receipt from Steel Plant shall be offered for TXR examination in the Outward/ Exchange yard and round trip BPC will be issued so that the loaded rake from one steel plant can run to an unloading destination and return to the same or another steel loading location over Indian Railway without any examination enroute. The round trip BPC issued will have the following endorsement:

☐ 'Round Trip BPC valid for 2000 Km/12 days.'

Since steel rakes are in any case to be examined at the loading point, examination at intermediate points between unloading and loading points is not required. After unloading, the rakes are to move to the loading point with TMLP check as per existing procedure.

(RB's letter No: 2013/M (N)/951/22/CC Rakes, dated: 23/03/2015 & 26/11/2015)

Premium Steel Rakes:

- ◆ Steel rakes may be allowed to run on premium pattern with validity of 12+3 days
- ◆ Premium examination will be undertaken at nominated "A" category based depots on the railways.
- ◆ These rakes running on premium basis will be subjected to "safe to run" examination by TXR staff in unloaded condition before loading which should be clearly endorsed on the BPC.
- ◆ Post loading check will continue as per extant instructions.
- ◆ Premium examination of Steel Rakes is on trial basis, valid upto 30.09.2024.

(Ref: RB's letter No: 2018/M (N)/951/34, dated: 25/11/2021)

(Ref: RB's letter No: 2022/M(N)/951/34 (3381949), dated: 28/03/2024)

J. OPERATION OF TRAINS WITH TWIN PIPE BRAKE SYSTEM:

1. Locos and Brake Vans having twin pipe air brake system in operational condition should be provided for working the twin pipe rakes. As far as possible, the brake vans with twin pipe brake system should be provided for working the twin pipe rakes. However, in case of non-availability, the train should work with twin pipe brake system upto the last wagon ahead of the brake van and the brake van may be with single pipe brake system. Such a rake shall be treated as twin pipe rakes for the purpose of Pool ID in FOIS.

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2. The field operating staff shall ensure that twin pipe rakes should work on twin pipe brake system and the FP hoses should be reconnected, if they were disconnected for loading/unloading.
3. In case of twin pipe rakes, crew shall ensure to replace any defective/deficient FP hose, with the available spare FP hose in the loco. Assistance of TXR staff may be taken in case it cannot be attended by crew and endorsement to be made in BPC by rectification.
4. Whenever TXR examines a twin pipe rake, he will give a certificate with a suffix 'TP' for pool ID of the rake. This suffix of "TP" shall be entered into FOIS by the department based on this certificate.
5. The FP gauge along with adopter, shall be provided to the Train Managers as personal store.
6. An item should be added to the list of items to be checked during TMLP checks circulated vide **RB's letter No. 2005/M(N)/951/13, dated 08.02.2006** as follows:

"The rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train."

K. INSTRUCTIONS REGARDING MEASURES FOR OPERATIONS OF FREIGHT TRAINS CONSISTING OF WAGONS HAVING BOGIE MOUNTED BRAKE SYSTEM (BMBS):

1. Max. Speed Limits:

- a) Normally, Speed limits for operations of freight trains in loaded condition on IR track consisting of more than 50% wagons having unmodified KBD BMBS shall be as under:

Sr. No.	Track terrain	Max. Speed limit (Kmph)
a)	Level	60
b)	Down gradient of 1:200 to <1:150	50
c)	Down gradient of 1:150 to ≤ 1:100	40
d)	Down gradient of >1:100	30

- b) The speed restrictions mentioned in para 1.1 above are the general guidelines. An interdisciplinary committee of branch officers of Engineering, Traffic, Mechanical & Electrical at the divisional level, may decide the specific speed restrictions to be followed, based on typical topographical conditions mentioned below and operations requirements, over and above these general guidelines:
 - i. Where the length of down gradient is less than 1 Km, imposition of speed restriction may be decided depending upon the topography of the section ahead.
 - ii. In cases where the length of down gradient is more than 1 Km, which is followed by upgradient, speed restriction to be imposed to be decided according to the operational requirement, such as to avoid stalling of the freight train in the upgradient.
2. Mixing of KBIPL design BMBS wagon with other make BMBS & conventional brake system wagons has been done adequately. Upgradation of KBIPL design has also commenced & subsequent trials of modified KBIPL design BMBS rakes have generated satisfactory results.

In view of the above, it has been decided to impose speed restrictions only for freight trains operating in loaded condition on IR track consisting of more than 50% wagons having unmodified Knorr Bremse Design Bogie Mounted Brake System (KBD BMBS).

The BPCs issued shall reflect the number of wagons in the rake with unmodified KBD BMBS. This should be mentioned on top of the BPC along with the percentage of unmodified KBD BMBS.

Speed restrictions will apply, only, in case percentage of unmodified KBD BMBS is equal to or greater than 50%.

- a) The speed restrictions to be imposed should also be advised suitably to the Crew Controllers, CLIs/LIs and TIs. Regular counselling and monitoring of the LPs and TMs for compliance of the speed restrictions to be undertaken by the Zonal Railways.

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3. Mixing of Wagons:

- a) Efforts to be made for mixing of **Railway Owned** wagons having unmodified Knorr design BMBS with wagons having other design of BMBS/Conventional brake system to the extent possible, depending upon the availability of suitable wagons, targeting following max. % wagons with Knorr Design BMBS in a freight train:

SI No.	Type of Rakes	Target max. percentage of wagons with unmodified Knorr design BMBS in a freight train	Condition
a)	BOXNHL	50%	Mixing to be done within BOXNHL and with other BOXN variant wagons
b)	BOXNHL25	70%	Mixing to be done within BOXNHL25 type wagons ONLY
c)	BTFLN	50%	Mixing to be done within BTFLN and with BTPN wagons
d)	BCFC	85%	Mixing to be done within BCFC wagons ONLY
e)	BOXNS	0%	Mixing not required as all BOXNS wagons having conventional brake system
f)	Wagon types other than mentioned in point a) to e) above	35%	Mixing to be done within compatible wagons ONLY

- b) For avoidance of doubt, it is reiterated that

- i. Mixing of BOXNHL type Wagons is to be done with BOXNHL and with other BOXN variant wagons
- ii. Mixing of BOXNHL25 wagons is to be done with BOXNHL25 type wagons ONLY
- iii. Mixing of BTFLN wagons is to be done with BTFLN and with BTPN wagons.
- iv. Mixing of BCFC wagons is to be done with BCFC type wagons ONLY.

- c) New rakes of BOXNHL wagons which are being manufactured are to be directed, as under, for the purpose of mixing:

- i. Newly built wagons' dispatch to be prioritized to the CC depots where mixing of wagons is lower and/or CC depots whose rakes are mostly running in high gradient sections. Advise in this regard shall be issued by Board, as per requirement, from time to time.
- ii. After POH and Heavy repairs, BOXN variant wagons to be dispatched to the nearest CC depot for utilization in mixing.

- d) Efforts to be made for mixing of **Privately Owned** wagons having Knorr design BMBS with compatible wagons, of the same owning entity, having other design of BMBS/Conventional brake system, to the extent possible, depending upon the availability of suitable wagons, targeting max. 50% wagons with unmodified Knorr design BMBS in a freight train.

- e) Conditions mentioned at para 3(a) and 3(d) are desirable, not mandatory ones.

- f) Planning for mixing of wagons, as mentioned in para 3(a) & 3(d) above, is to be done yard wise by the Zonal Railways and closely monitored by PCMEs and PCOMs of the respective Zonal Railways.

(Ref: RB's letter No: 2022/M(N)/60/3 (E-3387858), dated: 17/01/2023, 04.05.2023 & 02.02.2024)

L. INSTRUCTIONS FOR CREWS, STATION STAFF AND CONTROL:

1. It is the responsibility of the running staff and Station Staff not to allow train running on invalid BPC in violation of the existing instructions.
2. In case Train Manager & Loco Pilot notice that BPC is invalid, it should be brought to the notice of station staff who will advise the Control about the same. Thereafter, the Controller will instruct the Crew for action to be taken on the basis of this JPO.

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3. If any unusual situation is not covered by this JPO, the train will be started after TMLP check and will run to the next TXR point in the direction of movement.

The Joint Circular does not in any way amend any stipulation of IRCA, GR & SR.

This JPO supersedes all earlier JPOs issued on the said subject.

Proforma for TM & LP check for enlisting JPO has been modified as follows:

CHECKS TO BE DONE BY THE TRAIN MANAGER AND THE LOCO PILOT

(Items to be checked by Train Manager and Loco Pilots)

1.	All CBCs and Air Hoses are properly coupled and locked.
2.	All the Angle Cocks are in open condition.
3.	The last Angle Cock is in closed condition.
4.	Empty/Load device handle is in proper position.
5.	There is no loose fittings/hanging parts like springs push-pull rod, Brake Beam Safety brackets, Brake Blocks etc. which may endanger safe running of the train.
6.	Hand Brakes are released.
7.	Doors of wagons are closed and locked/secured.
8.	Check continuity of air pressure/vacuum before starting.

(Proforma for Joint Check by the Loco Pilot and Train Manager)

1.	Date	
2.	Train No. and Loco Number	
3.	From	To
4.	BPC No., Date & Station of Issue	
5.	Loaded at	Unloaded
6.	Time of Locomotive Attached	
7.	Total Load	

(Signature of Loco Pilot)

(Signature of Train Manager)

Loco Pilot's Name _____

Train Manager's Name _____

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

(Ref : RB's letter no. 2018/M(N)/951/34 Pt. dt. 23.06.2020)

XLIX

GUIDELINES TO LOCO PILOT'S TO REDUCE PARTINGS

(BASED ON THE TECHNICAL RECOMMENDATION OF RDSO, THE FOLLOWING INSTRUCTIONS TO BE FOLLOWED BY THE LOCO PILOT'S TO REDUCE THE TRAIN PARTINGS.)

FOR AIR BRAKE

1. (a) In all cases of reception of Goods Trains on loop lines of Stations, Loco Pilot must bring the train to a stop such that loco/leading loco comes to a stop just at the rear of Loop Starter signal.

(b) Before pushing back, at the time of starting, Loco Pilot must confirm from Guard through Walkie-Talkie that Guard is on the footplate of Brake van and also inform Guard that he is about to push back. On Guard confirming, Loco Pilot to push back up to a maximum of 1½ wagon lengths. Guard to be alert to drop pressure from Brake van valve in case of any eventuality.

(c) If there is no Brake van to the rear of the train/Guard is not available in Brake van at rear, but pushing back before starting is necessary, Loco Pilot must contact station master through Walkie-Talkie. Station Master to depute station staff at rear of train with hand signals and only on seeing display of Green hand signals by said staff towards loco, Loco Pilot to push back.
2. Emergency brake application should not be resorted to, to the extent possible. If, however, emergency brakes have been applied release time of four to six minutes is to be given by the Loco Pilot's after taking following steps –
 - (a) In case of diesel locomotives raising, the engine speed to 8th notch level while keeping locomotives stationery (normally called fast pumping).
 - (b) In case of electric locomotives, switching on of all the three compressors.
3. Brake release time for various types of brake application in case of 58 BOX 'N' trains are as under

Last Wagon Release After (Release time in Minute)	Emergency 4 - 6	Full service 2 - 3	Partial application 1 - 2
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Loco Pilot's are to wait for as mentioned timing to ensure complete brake release.

SPECIAL INSTRUCTIONS

The minimum level of Air pressure in the B.P. of locomotive should be 5KG/CM² and 4.8 KG/CM² in Brake Van. Total number of ineffective cylinders, en route shall not exceed 2(two) per train. Otherwise, speed of the train shall have to be suitably restricted.

In the event of failure of engine when worked by single WAP-1 loco, the following procedure to be observed.:

1. WDM2 Diesel locomotives fitted with 28 LAV-1 twin pipe air-braked system or WAG-5, WAG-7 Electric locomotives fitted with IRAVB-2 or IRAB-9 brake system can be used for hauling air-braked Rajdhani Express train on the electrified sections, subject to the maximum permissible speed of the respective locomotive not being exceeded.
2. In case no air-braked loco is available nearby, the block section will be cleared by providing any other electric engine in front only. In such cases, a written instruction should be issued to the driver of the assisting engine not to exceed the speed of 20 kmph, as the whole train will have to be controlled by loco brake only. In this case, the air brake pipe between the working loco and the failed loco need not be connected.

L

General

(i) Temporary speed restrictions to be serially arranged in the direction of run. For each non-stop run, these should be incorporated in a Caution Order Sheet continuously and arrangements made to display the sheets at suitable place in the Loco Pilot's Cab.

(ii) The signals at any Block station will not be taken off for the run through of Rajdhani Exp. unless the station master of the block station in advance has confirmed that the routes of his station is set, clear and facing points locked for the train running through at the maximum permissible speed.

(iii) In the event of out-of-course stoppage, the train shall be brought to a stand at the Home Signal and then only the same shall be taken off.

(iv) WAP-1 class A.C. locomotive shall have –

- (a) HETT 3900 transformer with 2S-3P permanent connections of traction motors Flexi-coil bogies with 2-stage suspension, and axle-hung nose suspended TAO-659 traction motors without lateral links.
- (b) Hastlers Type speed indicator-cum-recorder (with range up to 160 kmph.) in good working condition, when a Speedometer of range up to 120 kmph. is fitted with the maximum speed of the train shall be limited to 110 kmph. and train crew advised accordingly.

In the event of both Speedometer and recorder being out of order, the maximum permissible speed of the train shall be restricted to 100 kmph.

The maximum permissible speed shall be further restricted due to O.H.E. installation as indicated at the end of this Chapter.

RULES REGARDING COACHING TRAINS

Maximum mechanical speed of various types of Coaching stock are as under-

Sl. No.	Type of Coaching Stock	Kmph.
(i)	ICF all coil Bogie	110
(ii)	LHB Double Decker	110
(iii)	LHB AC (Rajdhani/Duronto/Shatabdi)	130
(iv)	LHB AC/non AC (other than Rajdhani/Douronto)	130

When run on train the maximum speed track & locos will have to be followed.

A number of coaches have been modified to run at a maximum speed of 130 kmph. and they bear a legend to this effect on their endwalls. Only these coaches are permitted to run by Rajdhani Express.

Besides, a number of coaches have been modified to run at a maximum speed of 110 kmph. and they also bear a legend to this effect on their endwalls. These coaches are permitted to run by high speed important Mail/Express (refer page VIII) and certain other trains.

In case a coach is permitted to run on lower speed is attached to a train having higher maximum speed, the maximum speed of the train should be restricted to the lower speed. For instance, if the ICF laminated Spring Bogie coach is attached to 12333 Up rake the maximum speed of this train will be restricted to 100 kmph.

No change in maximum speed of a train is necessary when a coach permitted to run at a higher speed is attached.

Attachment of 4-Wheeler stock to Passenger Trains

Attachment of 4-Wheeler or 8-Wheeler goods stock with Passenger trains is not permitted.

LI

Marshalling of Anti-Telescopic coaches.

On Mail/Express train an Anti-Telescopic/Steel bodied SLR must be provided at either end of the rake at the originating point. In addition, two Anti-Telescopic or steel-bodied coaches must be provided inside the SLRs at both ends. In case, it is inescapable to utilise a wooden bodied SLR on Mail/Express trains, there should be two Anti-Telescopic coaches between the front SLR and the engine and two Anti-Telescopic coaches outside the rear SLR. If at an intermediate station a coach other than an Inspection carriage has to be attached in rear, it must be Anti-Telescopic or steel-bodied.

In case of passenger trains, other than Mail/Express trains, at least one Anti-Telescopic or Steel-bodied coach should be marshalled inside the Anti-Telescopic or Steel-bodied SLRs at both ends in the first instance and when adequate number of Anti-Telescopic or Steel-bodied coaches are available there should be atleast two such coaches.

In case of short trains running with single SLR, the SLR whether Anti-Telescopic, Steel-bodied or not, should be marshalled in the middle. One Anti-Telescopic coach each in front and rear should be marshalled as the outermost vehicle in the first phase and two such coaches should be in the front and rear in the second phase.

In case Anti-Telescopic or Steel-bodied SLRs which have passenger portion on one side and luggage-cum-brake portion on the other, the SLR should be marshalled in such a way that the luggage and brake portion is trailing outermost in the rear or next to the engine. These instructions should be followed rigidly.

Return of P.O.H. coaching stock

Coaching stock, whether booked to shops for POH, or returned to base station or booked to other stations must be moved by passenger trains or by coaching specials, unless otherwise advised by the Train Examiner.

Overloading of Passenger Carrying Coaches :

"Due to over loading of passenger Coaches (especially in GS type Coaches) with passengers and luggage, the axle box crown clearance, body and bogie clearance, buffer height etc. are being gone out of permissible range. Even the wheels may rub with the under-frame as body bogie clearance becomes zero.

This is a serious safety hazard and to avoid such abnormal operating condition, it is to be ensured that train passing staff are immediately alert to be on the look out for such unsafe situations and be directed to stop trains from moving from their Station. Guard, who are incharge of the train, also needs to lookout for such unsafe situations at non-TXR Station."

DETACHMENT OF COACHES FROM BLOCK RAKES

When for any reason a coach is detached from the Block rake, an advice must be sent to SSE/C & W and Station Manager Howrah or the CF and Station Master / Yard Master of the Station responsible for maintenance of the rake with a copy to the Chief Operations Manager and CME giving full particulars of the coach detached. The coach must be returned to base depot as soon as done with.

Normally, a rake should not be interfered, only when unavoidable, may a coach be detached from a rake.

Movement of empty Passenger coaches should take place by passenger carrying Trains or in Specials. They should normally not be despatched by Goods trains. An empty passenger bogie if attached to a goods train shall be counted as 2 empty eight-wheeler wagons.

LII

SALIENT FEATURES OF VARIOUS TYPES OF WAGONS (as on 01/01/2026)

SN	Type of Wagon	Axle Load	Tare weight in tonne	Lenth over coupler in mm	Maximum Speed as per RDSO's speed Certificate over BG route in kmph		Max Sanctioned Speed as per CRS/GM sanction in kmph over E. Rly		Sanctioned letter No & date
					LOAD	EMPTY	LOAD	EMPTY	
1	BCACBM	A-12.715 B-12.680	A-35.86 B-35.72	23555	95	100	90	100	MD/19/Wagon/BCACBM dt.25.01.2021 & 10.04.2019 1020/BCACBM/15/69/H dt.01.05.2015 1021/BCACBM/18/680 dt.03.09.2018
2	BCBFG	21.82t	26.44	12790	75	75	75	75	1020/BCBFG/08/133/H dt.14.07.2008 1020/BCBFG/14/178/H dt.15.05.2014
3	BCLH	20.32t	80.56	25820	60	40	40	40	1020/BCLH/14/911/H dt.17.12.2014
4	BCLHA	19.75t	39.0	25820	60	40	40	40	1020/BCLHA/14/910/H dt.17.12.2014
5	BCN	22.32t	27.2	15429	75	80	75	80	1020/BCN/10/347/H dt.29.06.2010
6	BCNA	22.32t	24.6	14500	75	80	75	80	1020/BCNA/10/637/H dt.03.09.2010
7	BCNAHS	20.32t	24.6	14450	100	100	100	100	1020/BCNAHS/07/841/H dt.16.01.2008
8	BCNAHSM1	22.82t	24.6	14450	75	100	60	100	MD/19/CC+8+2/BCNAHSM1 dt.25.09.2019
9	BLCA / BLCB	20.32t	A-19.1 B-18.0	14566 / 13165	100	100	75	75	344/3701/2000 dt.14.11.2000
10	BLLA / BLLB	18.8T	A-19.8 B-19.0	15220 / 13810	100	100	100	100	1021/BLLA/BLLB/04/591/H dt.04.10.2004
11	BOBRN	22.32t	25.61	10600	60	65	60	65	1020/BOBRN/10/349/h dt.29.06.2010
12	BOXN	20.32t	23.1	10713	75	80	75	80	1020/BOXN/06/999/H dt.29.03.2006
13	BOXN	22.32t	23.1	10713	60	80	60	80	1020/BOXN/10(Pt.III)/350/H dt.29.06.2010
14	BOXNHS	20.32t	23.1	10713	100	100	100	100	1020/BOXNHS/08/842/H dt.16.01.2008
15	BRNAHS	20.32t	23.543	14645	100	100	100	100	1020/BRNASH/07/544/H dt.14.9.2007
16	BVZC	7.0t	13.967	9469	100		100		3701/2001/..... dt.25.04.2001
17	BOST	22.32t	25.5	13729	50	80	50	80	1020/BOST/11/1045/H dt.2.11.2011
18	BLCS	22.32t (designed 25t)	19.2	14554	65	65	65	65	MD/19/WAGON/BLCS/25T dt.23.04.2021
19	BOXNHAM	22.82t	23.1	10713	75	100	75	100	MD/21/WAGON/BOXNHAM/22.82T dt. 25.06.2021
20	BOSTHS	20.32t	25.5	13729	100	100	100	100	MD/21/WAGON/BOSTHS/20.32T dt. 24.03.2022
21	BOSTHSM3	22.32t	25.3	13729	75	100	75	100	MD/21/WAGON/BOSTHSM3/22.32T dt. 30.06.2021
22	BOXNHL	25t	20.52	10713	70	100	45 (as per Rly. Bd.)	100	MD/21/WAGON/BOXNHL/25T dt. 26.06.2021
23	BOXNLWM2	22.82t	20.52	10713	75	100	75	100	MD/21/WAGON/BOXNLWM2/22.82T dt. 26.06.2021
24	BOXNS	25t	19.85	10713	65	85	45 (as per Rly. Bd.)	85	MD/21/WAGON/BOXNS/25T dt. 26.06.2021
25	BOXNEL	25t	23.1	10713	70	85	45(as per Rly. Bd.)	85	MD/21/WAGON/BOXNEL/25T dt. 07.07.2021
26	BOXNM2	22.82t	22.53	10713	75	100	75	100	MD/21/WAGON/BOXNM2/22.82T dt. 25.06.2021
27	BOXNHA	22.82t	23.17	10713	75	100	75	100	MD/21/WAGON/BOXNHA/22.82T dt. 26.06.2021
28	BOYEL	25t	20.7	11929	70	85	45 (as per Rly. Bd.)	85	MD/21/WAGON/BOYEL/25T dt. 07.07.2021
29	BOSTHSM1	22.32t	25.5	13729	60	80	60	80	MD/21/WAGON/BOSHSM1/22.30T dt. 20.07.2021
30	BOXNHSM2	22.82t	22.53	10713	75	100	75	100	MD/21/WAGON/BOXNHSM2/22.82T dt. 25.06.2021
31	BOXNRHS	22.9t	21.2	10713	75	100	75	100	MD/21/WAGON/BOXNRHS/22.9T dt. 26.06.2021
32	BOXNR/ BOXNRM2	22.9t	21.2	10713	75	100	75	100	MD/21/WAGON/BOXNR/22.9T dt. 26.06.2021
33	BOXNHL	22.9t	20.72	10963	75	100	75	100	MD/21/WAGON/BOXNHL/22.9T dt. 30.06.2021
34	BOSTHSM2	22.32t	25.5	13729	75	100	75	100	MD/21/WAGON/BOSTHSM2/22.32T dt. 07.07.2021
35	BOXNM1	22.32t	23.2	10713	70	80	70	80	MD/19/WAGON/BOXNM1/22.32T dt. 20.07.2021

LIII

SN	Type of Wagon	Axle Load	Tare weight in tonne	Lenth over coupler in mm	Maximum Speed as per RDSO's speed Certificate over BG route in kmph		Max Sanctioned Speed as per CRS/GM sanction in kmph over E. Rly		Sanctioned letter No & date
					LOAD	EMPTY	LOAD	EMPTY	
36	BOBYN	22.32t	24.9	12000	60	75	60	75	MD/19/WAGON/BOBYN/22.32T dt. 18.08.2021
37	BOBSNM1	25t	30.0	10713	45	55	45	55	MD/19/WAGON/BOBSNM1 (25t) dt. 02.09.2021
38	BOBYN	20.32t	24.9	12000	75	75	75	75	MD/19/WAGON/BOBYN/20.32t dt.07.10.2021
39	BOXNM1	22.82t	23.2	10713	60	80	60	80	MD/19/WAGON/BOXNM1/22.82t dt.26.10.2021
40	BOBR	22.32t	26.0	11600	70	75	70	75	MD/19/WAGON/BOBR/22.32t dt.26.10.2021
41	BFNV	22.9t	22.0	10963	75	100	60	100	MD/19/WAGON/BFNV/22.9t dt.08.11.2021
42	BOXN	22.82	23.1	10713	60	80	60	80	MD/19/WAGON/BOXN/22.82t dt.15.11.2021
43	BOBRN	20.32t	25.61	10600	75	70	75	70	MD/19/WAGON/BOBRN/20.32t dt.15.11.2021
44	BOBRM1	22.32t	26.0	11600	70	75	70	75	MD/19/WAGON/BOBRM1/22.32t dt.15.11.2021
45	BOXNHSM1	22.32t	22.53	10713	75	90	75	90	MD/19/WAGON/BOXNHSM1/22.32t dt.15.11.2021
46	BRNAM1	20.32t	23.543	14645	100	100	100	100	MD/19/WAGON/BRNAM1/20.32t dt.15.11.2021
47	BOBRNM1	22.32t	25.61	10600	70	80	70	80	MD/19/WAGON/BOBRNM1/22.32t dt.15.11.2021
48	BCNAHSM1	22.32t	24.6	14450	75	100	75	100	MD/19/WAGON/BCNAHSM1/22.32t dt.17.11.2021
49	BCNHSM1	22.82t	27.2	14450	75	90	60	90	MD/19/WAGON/BCNHSM1/22.82t dt.23.11.2021
50	BCNM1	22.82t	27.2	15429	60	80	60	80	MD/19/WAGON/BCNM1/22.82t dt.24.11.2021
51	BCNAM1	22.32t	24.6	14450	75	80	75	80	MD/19/WAGON/BCNAM1/22.32t dt.24.11.2021
52	BTAPM1	21.92t	27.319	12329	65	65	60 (as per Rly. Bd.)	65	MD/19/WAGON/BTAPM1/21.92t dt.15.12.2021
53	BCFCM	22.9t	23.1	10713	65	65	60 (as per Rly. Bd.)	65	MD/21/WAGON/BCFCM/22.9t dt.19.01.2022
54	BCNM1	22.32t	27.2	15429	75	80	75	80	MD/19/WAGON/BCNM1/22.32t dt.18.01.2022
55	BOST	20.32t	25.5	13729	75	80	75	80	MD/19/WAGON/BOST/20.32t dt.19.01.2022
56	BTFLN	20.32t	23.53	12420	65	65	65	65	MD/19/WAGON/BTFLN/20.32t dt.07.03.2022
57	BCNHSM1	22.32t	27.2	14450	75	90	75	90	MD/19/WAGON/BCNHSM1/22.32t dt.08.03.2022
58	BTFLNM1	20.32t	23.53	12420	100	100	85 (as per Rly. Bd.)	100	MD/19/WAGON/BTFLNM1/20.32t dt.08.03.2022
59	BCNAM1	22.82t	24.6	15429	60	80	60	80	MD/19/WAGON/BCNAM1/22.82t dt.08.03.2022
60	BCNHL	22.9t	20.8	10963	75	70	60 (CTE restricted speed)	70	MD/19/WAGON/BCNHL/22.9t dt.23.03.2022
61	BTPN	20.32t	27.0	12420	80	80	80	80	MD/19/WAGON/BTPN/20.32t dt.05.04.2022
62	BVZI	5.875	23.5	14469	100		100		MD/19/WAGON/BVZI/5.875t dt.24.06.2022
63	BOMN	16.40t	29.776	19742	80	75	70	70	MD/19/WAGON/BOMN/16.40t dt.06.07.2022
64	BRNA	20.32t	23.543	14645	100	100	100	100	MD/19/WAGON/BRNA/20.32t dt.03.08.2022
65	BTPGLN	19.8t	41.6	18929	90	90	90	90	MD/19/WAGON/BTPGLN/19.8t dt. 30.08.2022
66	BVCM	5.27t	21.1	10713	100		100		MD/19/WAGON/BVCM/5.27t dt. 30.08.2022
67	BRHNEHS	20.32t	22.6	14998	65	65	65	65	MD/19/WAGON/BRHNEHS/20.32t dt. 30.08.2022
68	BCN	20.32t	27.2	15429	75	80	75	80	MD/19/WAGON/BCN/20.32t dt. 30.08.2022
69	BFNSM 22.9	22.9t	22.0	14645	60	95	60	95	MD/19/Wagon/BFNSM22.9 dt.30.08.2022
70	BFNS (22.9t)	22.9t	26.71	14645	65	65	65	65	MD/19/Wagon/BFNS22.9 DT.29.11.2022
71	BWTB	22.9t	31.21	16792	65	65	60 (as per other Rly. Sanction)	60	MD/19/Wagon/BWTB/22.9t DT.29.11.2022
72	BRN	20.3t	24.393	14645	75	80	75	80	MD/19/Wagon/BRN/20.3t DT.23.02.2023
73	BRNM1	20.32t	24.393		100	100	100	100	MD/19/Wagon/BRNM1/20.32t DT.23.02.2023
74	BFNS	20.32t	26.71	14645	100	100	100	100	MD/19/Wagon/BFNS/20.32t DT.13.03.2023
75	BRSTN	20.32t	25.010	14998	80	70	80	70	MD/19/Wagon/BRSTN/20.32t DT.14.11.2023
76	BTALNM1	20.03t	47.97	17529	90	100	90	100	MD/19/WAGON/BTALNM1/20.03t dt.22.11.2023
77	BLSS (A & B car)	22.9t	A-18.85 B- 17.6	A-14536 B-13106	65	65	65	65	MD/19/WAGON/BLSS (A-car & B-car) /22.9t dt.22.11.2023
78	BOSTHSM1	22.9t	25.5	13729	60	80	60	80	MD/19/WAGON/BOSTHSM1/22.9t dt.30.11.2023
79	BCCNR	10.5t	28.3	20000	100	100	100	100	MD/19/WAGON/BCCNR/10.5t dt.30.11.2023
80	BOXNHA	20.32t	23.17	10713	100	100	100	90	MD/19/WAGON/BOXNHA/20.32t dt.11.12.2023

BTAL & BTPN TYPE BOGIE AND SPECIAL CONDITIONS

BTAL type BG Bogie Ammonia Tank wagons having Max. Axle load of 20.32 tonnes have been permitted to run in regular service in both empty as well as loaded conditions at the Max. permissible speed of 60 Km/h.

BTPN will run at 75 Km/h in Loaded/Empty condition.

WN type B.G. Bogie Milk tank vans having a capacity of 40,000 litres and Max. axle load of 18.8 tonnes have been permitted to run in both empty and loaded conditions attached to Goods/ Passenger Trains at the maximum permissible speed of Mail/Express/Passengers & goods trains. The milk vans shall not be permitted to run in partially loaded condition.

A 182 Tonnes (180 tons) BG Special wagon type BWZ—having a Max. axle-load of 22.5 Tonnes (in loaded condition) and 7.27 Tonnes (in empty condition) has been permitted to run in both loaded and empty conditions, on its own wheels, on the undernoted sections of this Railway at the maximum permissible speed as indicated against.

Section	Speed (Km/h)		Section	Speed (Km/h)	
	Loaded	Empty		Loaded	Empty
i) East Docks Jn. Majerhat	10	15	vi) JAJ - STN (Via- Main Line)	15	35
ii) Majerhat - Dum Dum Jn. (Via- KGK Chord.)	15	25	vii) STN-BWN (Via- Main Line and Slow Lines)	15	35
iii) Dum dum Jn. - Dankuni Jn. (Via- C.C.Link))	15	35	viii) BWN - BDC (Via- Main Line)	15	35
iv) Dankuni Jn.- Barddhaman Jn. (H.B. Chord)	15	35	ix) Magra - Triveni avoiding Line	15	35
v) JAJ-STN (Via- Main Line)	15	35			

(B) Special conditions/Operating Rules

- (1) The maximum speed of the special hauling 'BWZ' type well wagon shall be limited to 15 km/h. over points and crossings and also on curves sharper than 4 degrees.
- (2) When consignments with width exceeding 2.95 metres are loaded on 'BWZ' well wagon, the same shall be treated and worked as an ODC and the sanction of CRS shall have to be obtained.
- (3) Each movement of 'BWZ' well wagon shall be authorised only by the Chief Engineer, Eastern Railway, in view of the fact that special conditions are attached to the movement of this wagon.
- (4) During its transit in loaded/empty condition the wagon shall move as per the route and lines authorised by the Chief Engineer, Eastern Railway.
- (5) The wagon shall always be run as a special train during day light hours only and shall be accompanied by special staff trained in the operation and maintenance of wagons under the overall supervision of a Senior Inspector of Mechanical Department.
- (6) During running, hydraulic jacks shall be completely relieved and the well girders carried on mechanical supports provided for the purpose.
- (7) Drilling of holes in the main well girder is prohibited.
- (8) The wagon must not be loose or fly shunted.
- (9) The loaded wagon shall not be hauled by engine directly attached to it.
- (10) There shall be at least five number of eight wheelers separating the loaded wagon from the hauling engine.
- (11) Normally more than one loaded wagon shall not be attached to the special except where such well wagons are separated from each other as well as from the hauling engine by at least five numbers of intervening eight wheelers. The number of such loaded well wagon shall, however, not exceed two in any case.
- (12) The well wagon shall not be taken on lines provided with platforms on curves where extra clearance for curvature as required as BG Schedule of Dimensions has not been provided.
- (13) When movement of the wagon over platform lines situated on curve is unavoidable, the maximum speed of special train hauling the well wagon shall be limited to stop dead and 8 Km/h.

INSTRUCTION REGARDING BOX 'N' & BCN TYPE WAGON

(A) BOX 'N' rake will consist of BOX 'N' 59 wagon with an axle load of 20.32 Tones, fitted with air brake and BVZ type brake van hauled by WDM2 Diesel Locomotives or by WAG 5 Electric locomotives modified for air brake operation. Box-N/BCN type Bogie open wagons are permitted over the following sections of Eastern Railway at the max. speed

SL NO.	ROUTES OF MOVEMENT	Maximum permissible Speed (Kmph.)		SL NO.	ROUTES OF MOVEMENT	Maximum permissible Speed (Kmph.)	
		in Loaded	in Empty			in Loaded	in Empty
1.(a)	Andal-Sitarampur (Up & Dn. M/L).	75	75	(c)	Dum Dum Jn.-Dum Dum Cant. (Up & Dn.)	70	80
(b)	Andal-Sitarampur (2nd Up & 2nd Dn. Line)	75	75	(d)	KGK Cabin-Dum Dum Jn. (Up & Dn.)	70	80
(c)	Sitarampur-Pradhan-khunta (excl.) Up & Dn. GC.	75	80	(e)	KGK Cabin-East Dockjn. (Up & Dn.)	50	50
(d)	Sitarampur-Barakar (2nd Dn Line).	25	30	(f)	Dum Dum Jn-Dankuni Jn. (Up & Dn.)	70	80
2.	Madhupur-Giridih	40	65	(g)	Andal-Khana (Up & Dn. ML)	75	75
3.(a)	Dum Dum Jn.-Chitpur (Up & Dn.)	15	40	(h)	Andal-Khana (2nd Up & 2nd Dn.)	75	75
(b)	Naihati-Bandel (Up & Dn.)	55	55	(i)	Khana-BWN-Dankuni	75	80
				(j)	ACC Link (Dankuni-Bhattanagar-Baltikuri)	50	50

(B) BOX 'N' rake will consist of 59 BOX 'N' WAGON fitted with CASNUB bogies with elastomeric pads having max. load of 20.32 t, hauled by WAG-9 & WAG-7 are permitted to run over the following Sections

SL NO.	ROUTES OF MOVEMENT	Maximum permissible Speed (Kmph.)		SL NO.	ROUTES OF MOVEMENT	Maximum permissible Speed (Kmph.)	
		in Loaded	in Empty			in Loaded	in Empty
1.	Howrah-Dankuni-BWN (UP, DN/HBC)	75	80	14.	DumDum Jn.-Habra (UP & DN)	70	80
2.	Dankuni-Chandanpur (3rd line)	75	80	15.	Habra-Bongaon (Double)	70	80
3.	Bardhaman-Khana	75	80	16.	DumDum Jn.-Dankuni (UP & DN)	70	80
4.	Khana-Sitarampur	75	75	17.	Budge Budge-Majerhat (Single)	70	80
5.	Sitarampur-Dhanbad (G.C.)	75	80	18.	Majerhat-Ballygunge	70	80
6.	Sitarampur-Jhajha	75	80	19.	Ballygunge-DumDum Jn. (Via-KGK Chord) UP & DN	50	50
7.	HWH-Bandel (UP, DN, Rev)	70	80	20.	Ballygunge-Baruipur (UP & DN)	70	80
8.	Bandel-BWN (UP & DN)	70	80	21.	Baruipur-Diamond Harbour (Single line)	75	80
9.	DumDum Jn.-Naihati (UP,DN/Sub & ML)	70	80	22.	Baruipur-Lakshmikantapur (Single line)	70	80
10.	Naihati-Ranaghat (UP & DN)	75	80	23.	Lakshmikantapur-Namkhana (Single)	50	80
11.	Ranaghat-Krishnanagar City Jn.	70	80	24.	Sonarpur-Canning (Single)	70	80
12.	Ranaghat-Gede (UP & DN)	70	80				
13.	Bandel-Naihati	55	55				

LVI

(C) CRS/Eastern Circle vide his letter No. 1020/BOXN/81/330/H dated 24.7.2006 has communicated the sanction for running of BOXN Wagons with CC+8+2 tonnes loading, having maximum axle load of 22.82 t, on the following sections of Eastern Railway up to a maximum speed mentioned against them in loaded condition and 80 kmph. in empty condition subject to observance of Maximum permissible sectional speed and all permanent and Temporary Speed Restrictions.

Sl. No.	Sections	Line (S)	Maximum Speed (in Kmph.)	
			Loaded	Empty
1.	Damodar - Burnpur - Asansol	SL	30	30
2.	KPK-MOH	DL	30	50
3.	Bakhtarnagar - Durgapur - Steel Exchange Yard.	DN	30	30
4.	Asansol - Durgapur - Khana	DN-2	60	75
5.	Khana - Bardhaman	DN-2	60	80

(D) CRS/Eastern Circle vide his letter No. 1020/BOXN/06/484/H dated 15.09.2006 has communicated the sanction for running of 22.32 tonnes Axle load BG bogie open type 'BOXN' Wagons with CC + 6 + 2 tonnes loading on the following section up to a maximum speed as mentioned against them **subject to observance of Maximum Permissible Sectional Speed and all permanent & Temporary Speed Restrictions.**

Sl. No.	Sections	Line (S)	Maximum Speed (in Kmph)			
			Elec. Loco		Diesel Loco	
			Loaded	Empty	Loaded	Empty
1.	Andal – Tapsi	East, West	—	—	65	65
2.	Tapsi – Ikra – Barabani	SL	—	—	50	50
3.	Tapsi – Sreepur – Barabani	SL	—	—	25	25
4.	Barabani – Sitarampur	SL	—	—	30	30
5.	Andal – Bhimgara	East, West	—	—	60	65
6.	Bhimgara – Sainthia	SL	—	—	60	80
7.	Bhagalpur – Sahibganj	SL	—	—	60	80
8.	Sahibganj – Barharwa	SL	—	—	60	80
9.	Barharwa – Bonidanga	SL	—	—	60	80
10.	Khana – Bolpur	Up, Dn / SBG	—	—	60	80
11.	Bolpur – Sainthia	Up, Dn / SBG	—	—	60	80
12.	Sainthia – Rampurhat	Up, Dn / SBG	—	—	60	80
13.	Rampurhat – Barharwa	Up, Dn / SBG	—	—	60	80
14.	Bonidanga L/C – Bonidanga	Up, Dn	—	—	30	50
15.	Bonidanga – New Farakka	Up, Dn	—	—	50	80
16.	New Farakka – Chamagram	Up, Dn	—	—	50	80
17.	Chamagram – Malda Town	Up, Dn	—	—	60	80
18.	Khana Link – Jhapter Dhal	SL	—	—	15	15
19.	Khana – Durgapur – Asansol	Up, Dn/Raj, Up-2, Dn-2	60	75	60	75
20.	Asansol – Sitarampur	Up, Dn/Raj, Up-2, Dn-2	60	75	60	75
21.	Sitarampur – Pradhankhunta	Up, Dn/Raj.	60	75	60	75

LVII

INSTRUCTION REGARDING BOXNHS & BCNAHS TYPE WAGON

CRS/ Eastern circle vide his letter (s) No. i) 1020/BOXNHS/08/842/H dated 16.01.08. & ii) 1020/BCNAHS/07/841/H dated 16.01.08 quoted above has accorded sanction for running of B.G. Bogie Open Wagon type 'BOXNHS' and Covered Wagon type 'BCNAHS' as per RDSO's Drawing No(s). WD-80007-s-02(Alt.8) and WD-92058-s-02(Alt.4) respectively, having maximum axle load of 20.32t, on the various sections of Eastern Railway as per maximum permissible speed mentioned below or maximum permissible speed of the section whichever is less, with

- (a) 2 WDM-2/WDG-2/WDG-3A Diesel Loco & 1WAG-5, 1 WAG-7, 1 WAG-9/WAG-9H electric Loco for **58 BOXNHS** (Loaded) Wagons.
- (b) 1 WDM-2/WDG-2/WDH-3A Diesel Loco & 1 WAG-5, 1 WAG-7, WAG-9/WAG-9H electric Loco for **40BCNAHS** (Loaded) Wagons.

Sl. No.	Sections	Line(s)	Maximum Permissible Speed (in Kmph)							
			BOXNHS				BCNAHS			
			Loaded		Empty		Loaded		Empty	
			Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.
1.	Dum Dum Jn. – Chitpur (Goods)	Up, Dn	15	15	15	15	15	15	15	15
2.	Sealdah – Naihati	Up Sub, Dn Sub	75	75	80	80	75	75	80	80
3.	Sealdah – Kankinara	Up ML, Dn ML	75	75	80	80	75	75	80	80
4.	Kankinara – Naihati	Up ML	75	75	80	80	75	75	80	80
5.	Naihati – Ranaghat	Up,Dn	75	75	80	80	75	75	80	80
6.	Ranaghat – Kalarayanpur	Up, Dn	75	75	80	80	75	75	80	80
7.	Kalarayanpur–Krishnanagar City	Up & Dn	75	75	80	80	75	75	80	80
8.	Krishnanagar City – Murshidabad	SL	65	-	80	-	60	-	80	-
9.	Murshidabad – Lalgola	SL	65	-	80	-	60	-	60	-
10.	Kalyani – Kalyani Simanta	SL	70	70	70	70	70	70	70	70
11.	Kalarayanpur – Shantipur	SL	75	75	80	80	70	70	70	70
12.	Ranaghat – Gede	Up, Dn	75	75	75	75	75	75	75	75
13.	Ranaghat – Bangaon	SL	65	65	65	65	65	65	65	65
14.	Dum Dum Jn – Machlandapur	Up, Dn	75	75	80	80	75	75	80	80
15.	Machlandapur – Bangaon	SL	75	75	80	80	75	75	80	80
16.	Bangaon – Petrapole	SL	75	-	80	-	75	-	80	-
17.	Barasat – Hasnabad	SL	75	75	80	80	60	60	60	60
18.	Dum Dum Jn – Dankuni	Up, Dn	75	75	80	80	75	75	80	80
19.	Naihati – Bandel	Up, Dn	55	55	55	55	55	55	55	55
20.	Sealdah(s) – Ballygunge Jn.	Up, Dn	75	75	80	80	75	75	80	80
21.	Ballygunge Jn. – Sonarpur	Up, Dn	75	75	80	80	75	75	80	80
22.	Sonarpur – Baruipur	Up, Dn	65	65	80	80	65	65	80	80
23.	Baruipur – Diamond Harbour	SL	75	75	80	80	75	75	80	80
24.	Baruipur – Lakshmikanthapur	SL	75	75	80	80	75	75	80	80
25.	Lakshmikanthapur – Kakdwip	SL	75	75	80	80	75	75	80	80
26.	Kakdwip – Namkhana	SL	75	75	80	80	75	75	80	80
27.	Sonarpur – Canning	Up & Dn	75	75	80	80	75	75	80	80
28.	Ballygunge Jn. – Mile 5B	Up, Dn	75	75	75	75	60	60	60	60
29.	Mile 5B – New Alipore	SL	75	75	75	75	75	75	75	75
30.	New Alipore – Budge Budge	Up	75	75	75	75	60	60	60	60
		Dn	75	75	75	75	75	75	75	75
31.	Dum Dum Jn. – Prinsep Ghat	Circular Rail	40	40	40	40	40	40	40	40
32.	Prinsep Ghat – Majerhat	Circular Rail	50	50	50	50	50	50	50	50
33.	Kankurgachi Chord	Up, Dn	50	50	50	50	50	50	50	50
34.	Tikiapara – Liluah (Avoiding Line)	Up, Dn	15	15	15	15	15	15	15	15
35.	Howrah – Sorting Yard – Liluah	Up, HBC, Dn, HBC	75	75	100	100	75	75	80	80
		UP ML, DN ML	75	75	80	80	75	75	80	80
		Rev	75	75	100	100	75	75	80	80

LVIII

Sl. No.	Sections	Line(s)	Maximum Permissible Speed (in Kmph)							
			BOXNHS				BCNAHS			
			Loaded		Empty		Loaded		Empty	
			Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.
36.	Liluah – Belur	Up HBC, Dn HBC	100	100	100	100	100	100	100	100
		UP ML DN ML	75	75	80	80	75	75	80	80
		Rev	75	75	100	100	75	75	100	100
37.	Belur – Srirampur	Up ML, DN ML	75	75	80	80	75	75	80	80
		Rev	75	75	80	80	75	75	80	80
38.	Srirampur – Sheoraphuli	UP ML, DN ML	75	75	80	80	75	75	80	80
		Rev, UP ML-2	75	75	80	80	75	75	80	80
39.	Sheoraphuli – Bandel	UP ML, DN ML	75	75	80	80	75	75	80	80
		Rev	75	75	80	80	75	75	80	80
40.	Bandel – Saktigarh	UP ML DN ML	75	75	80	80	75	75	80	80
41.	Saktigarh – Barddhaman	UP ML, DN ML	75	75	80	80	75	75	80	80
		UP RAJ, DN RAJ	100	100	100	100	100	100	100	100
42.	Balur – Dankuni – Saktigarh	UP RAJ, DN RAJ	100	100	100	100	100	100	100	100
43.	Dankuni – Chandanpur	DN 3 rd	100	100	100	100	100	100	100	100
44.	Chandanpur – Saktigarh	DN 3 rd	100	100	100	100	100	100	100	100
45.	Barddhaman – Khana	UP-1, DN-1	100	100	100	100	100	100	100	100
		UP-2	75	75	100	100	100	100	100	100
		DN-2	100	100	100	100	100	100	100	100
46.	Khana – Sainthia	UP, DN	75	-	80	-	75	-	80	-
47.	Sainthia – Barharwa	UP, DN	75	-	80	-	75	-	80	-
48.	Bandel – Nabadwip	UP, DN	75	75	80	80	75	75	80	80
49.	Nabadwip – Katwa	UP, DN	75	75	80	80	75	75	80	80
50.	Katwa – Azimganj	UP, DN	75	-	80	-	60	-	60	-
51.	Azimganj – Nalhati	UP, DN	40	-	40	-	40	-	40	-
52.	Sheoraphuli – Diara	UP, DN	75	75	80	80	75	75	80	80
53.	Diara – Tarakeswar	SL	75	75	80	80	75	75	80	80
54.	Dankuni – Bhattanagar	UP, DN	15	15	15	15	15	15	15	15
55.	CC Link Between HBC & CC Rly.	UP, DN	65	65	65	65	50	50	50	50
56.	Dankuni flyover line	SL	40	40	40	40	30	30	30	30
57.	Khana Link – Jhapter Dhal	SL	15	-	15	-	15	-	15	-
58.	Khana – Durgapur	UP-1, DN-1	100	100	100	100	100	100	100	100
		UP-2, DN-2	100	100	100	100	100	100	100	100
59.	Durgapur – Asansol	UP-1, DN-1	100	100	100	100	100	100	100	100
		UP-2, DN-2	75	75	100	100	75	75	100	100
60.	Asansol – Sitarampur	UP-1, DN-1	100	100	100	100	100	100	100	100
		UP-2	100	100	100	100	75	75	100	100
		DN-2	75	75	100	100	75	75	100	100
61.	Asansol – Adra(E.R. portion)	SL	30	30	30	30	30	30	30	30
62.	Sitarampur – Pradhankhunta	UP, DN	75	75	80	80	75	75	80	80
63.	Sitarampur – Barakar	2 nd Dn	30	30	30	30	30	30	30	30
64.	Sitarampur – Madhupur	UP, DN	75	75	100	100	100	100	100	100
65.	Madhupur – Ghorparan	UP	75	75	100	100	100	100	100	100
		DN	75	75	100	100	75	75	100	100
66.	Ghorparan – Jhajha	UP, DN	75	75	75	75	75	75	75	75
67.	Jasidih – Baidyanath Dham	SL	50	50	50	50	50	50	50	50
68.	Madhupur – Giridih	SL	65	-	65	-	50	-	65	-

LIX

Sl. No.	Sections	Line(s)	Maximum Permissible Speed (in Kmph)							
			BOXNHS				BCNAHS			
			Loaded		Empty		Loaded		Empty	
			Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.	Dsl.	Elec.
69.	Kulti Link (Avoiding Sitarampur)	SL	15	15	15	15	15	15	15	15
70.	KPK -MOH (E. Rly portion only)	DL	15	15	15	15	15	15	15	15
71.	Baktarnagar – Durgapur Steel Exchange Yard – Durgapur Steel Plant	UP DSP DN DSP	30	30	30	30	30	30	30	30
72.	BCQ Yard	RCDL-1, RCDL-2, South Sdg, HSME Sodhpur	10	10	10	10	10	10	10	10
73.	HSME Yard	RECL-1,2,3,4	10	10	10	10	10	10	10	10
		DEPRL-1,2,3,4	10	10	10	10	10	10	10	10
		Sorting L-1&2	8	8	8	8	8	8	8	8
		Sick L-1&2	8	8	8	8	8	8	8	8
		Shunt neck 3 lines	8	8	8	8	8	8	8	8
		Enging line	8	8	8	8	8	8	8	8
		Neck line	10	10	10	10	10	10	10	10
		Main line	30	30	30	30	30	30	30	30
		Connecting line	10	10	10	10	10	10	10	10
74.	Durgapur Thermal Power Station Yard	Line – 1,2,4,5&6 Shunting line	10	10	10	10	10	10	10	10
75.	Durgapur Steel Project Line (DCOP)	Line – 1,2,4,5,6 & 7	8	8	8	8	8	8	8	8
76.	Sitarampur Yard	Line – 8,9,10,11,12, 13,14,17 & 21 and all other lines	8	8	8	8	8	8	8	8
		BBI line	30	-	30	-	30	-	30	-
77.	Andal Central Cabin Fly Over	SL	15	15	15	15	15	15	15	15
78.	Andal – Bhimgara	East, West	60	-	65	-	55	-	65	-
79.	Bhimgara – Sainthia	SL	60	-	80	-	55	-	80	-
80.	Andal – Tapsi	East, West	50	-	50	-	50	-	50	-
81.	Tapsi – Ikra – Barabani	SL	25	-	25	-	25	-	25	-
82.	Tapsi-Sreepur – Barabani	SL	25	-	25	-	25	-	25	-
83.	Barabani – Sitarampur	SL	15	-	15	-	15	-	15	-
84.	Barharwa – Sahibganj – Bhagalpur	SL	75	-	80	-	75	-	80	-
85.	Bhagalpur – Ratanpur	UP, DN	75	-	80	-	75	-	80	-
86.	Ratanpur – Jamalpur	SL	75	-	80	-	75	-	80	-
87.	Jamalpur – Uren	UP, DN	75	-	80	-	75	-	80	-
88.	Uren – Kiul	SL	75	-	80	-	75	-	80	-
89.	Jamalpur – Munghyr	SL	45	-	45	-	45	-	45	-
90.	Bhagalpur – Mandarhill	SL	50	-	50	-	50	-	50	-
91.	Tinpahar – Rajmahal	SL	40	-	40	-	40	-	40	-
92.	Barharwa – Bonidanga	SL	75	-	80	-	75	-	80	-
93.	Bonidanga L/C – Bonidanga	UP, DN	50	-	50	-	30	-	30	-
94.	Bonidanga – Chamagram	UP, DN	50	-	50	-	50	-	50	-
95.	Chamagram – Malda Town	UP, DN	75	-	80	-	75	-	80	-
96.	Azimganj – Dhulianganga	SL	75	-	80	-	60	-	60	-
97.	Dhulianganga – New Farakka	SL	75	-	80	-	60	-	60	-
98.	Ballarpore – Tildanga	SL	75	-	80	-	60	-	60	-
99.	Magra – Tribeni (Avoiding Line)	SL	25	25	25	25	25	25	25	25

Stalling Action Plan with attacking speed has been prepared for ASN & HWH division

Stalling Action Plan STN- JAJ UP ML

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be worked	Signal must be through	Banker must be attached	List of Signal must be kept through	Sander application zone	Banker provision point	Speed pick up board
						Dry				Wet											
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5								
1	STN - CRJ (221 - 237)	1/160	2.5	60	226.7	5722	4010	3750	5603	4539	3179	2975	4431	> Hauling Capacity	Y	Y	Y	SLS H/S, SLS S/S, L/C 4/A/T, CRJ H/S	221.1 - 223.41	STN	300 mtrs in front of the gradient
2	CRJ - VDS (237-269.4)	1/160	0	60	266.88	6094	4053	3934	6171	4965	3332	3117	4887		Y	Y	Y	JMT H/S, L/C 8A/E, VDS H/S	253.1 - 255.2 & 265 - 266.88	STN	
3	VDS - MDP (269.4-293.2)	1/200	0	40	285.55	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	L/C 15 C/E, JRW H/S, JRW S/S	282.0 - 284.39	MDP	
4	MDP - MUW (293.2-304.87)	1/200	2.0	40	299.3	6471	4637	4342	6487	5202	3680	3444	5138		Y	Y	Y	MUW H/S	298.86 - 299.30	MDP	
5	MUW - JSME (304.87-322)	1/208	2.0	60	315.2	6493	4647	4370	6566	5258	3725	3486	5200		Y	Y	Y	L/C 29 E, JSME H/S	313.95 - 315.20	JSME	
6	JSME - JAJ (322-355)	1/200	0	40	326	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	TTN H/S, STL H/S, GHN H/S	325 - 326. & 344 - 344.90	JSME	

List of Critical signals and gate signals to be kept through

Name of Sig.	Location	Name of Sig.	Location	Name of Sig.	Location	Name of Sig.	Location
SLS H/S	225/01	L/C GATE 8/A/E	248/19	MUW H/S	304/15	GHN H/S	353/21
SLS S/S	226/13	VDS H/S	268/27	L/C 29 E	319/29		
L/C GATE	232/15	L/C GATE 15 C/E	282/29	JSME H/S	321/27		
CRJ H/S	236/23	JRW H/S	283/03	TTN H/S	328/19		
JMT H/S	250/25	JRW S/S	284/05	STL H/S	347/03		

Stalling Action Plan STN- JAJ DN ML

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be worked	Signal must be through	Banker must be attached	List of Signal must be kept through	Sander application zone	Banker provision point	Speed pick up board
						Dry				Wet											
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5								
1	JAJ (366.29) - STL (347.15)	1:100	2.25	70	365.2	4318	3008	2814	4134	3446	2378	2224	3259	> Hauling Capacity	Y	Y	Y	NRGO H/S, GHN H/S, STL H/S	366 - 362.15	JAJ	300 mtrs in front of the gradient
2	STL (347.15) - JSME (322.50)	1:200	0	30	344.5	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y		344.9 - 344 & 326.1 - 325.6	JSME	
3	JSME (322.50) - MDP (293.54)	1:200	0.5	30	311.84	6471	4949	4635	6928	5527	3929	3678	5489		Y	Y	Y	L/C 29/E, L/C 20/E	313.95 - 311.84 & 299.3 - 298.86	MDP	
4	MDP (293.54) - VDS (269.59)	1:200	1.0	60	279.8	6471	4839	4532	6772	5413	3841	3596	5365		Y	Y	Y	VDS H/S	280.75 - 279.8	MDP	
5	VDS (269.59) - CRJ (237.04)	1:200	1.5	30	239.9	6471	4551	4437	6629	5307	3760	3380	5251		Y	Y	Y	IBS 10/JMT	240.25 - 239.9	MDP/STN	
6	CRJ (237.04) - STN (221.05)	1:200	2.5	30	236.2	6394	4544	4255	6356	5104	3606	3374	5033		Y	Y	Y	L/C5/E, L/C2/E	234.8 - 234.1	STN	

List of Critical signals and gate signals to be kept through

Name of Sig.	Location	Name of Sig.	Location	Name of Sig.	Location
NRGO H/S	358/10	L/C 29/E	319/29	L/C 5/E	235/01
GHN H/S	353/32	L/C 20/E	295/33	L/C 2/E	227/14
STL H/S	348/30	IBS 10/JMT	242/92		

* (i) Although RDSO vide letter no RDSO/2008/EL/TC/0097/REV.0 DT 20.06.2008 has suggested 20 kmph, attacking speed to be preferably kept as 30 kmph keeping in view of rail, wheel condition, sander alignment & weather condition.

(ii) No TM to be isolated.

Stalling Action Plan ASN- PKA UP GC

Mainline Action Plan ASN-PKA OF CC																					
SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be worked	Signal must be through	Banker must be attached	List of Signal must be kept through	Sander application zone	Banker provision point	Speed pick up board
						Dry				Wet											
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5								
1	ASN (212.12) - BCQ (217.27)	1:200	0.5	30	213.21	6471	4949	4635	6928	5527	3929	3678	5489	> Hauling Capacity	Y	Y	Y		213.21-216.05	ASN	300 mtrs in front of the gradient
2	BCQ (217.27) - BRR (229.40)	1:200	0	30	223.1	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	STN S/S, A3,	216.50-222.48	BRR	
3	BRR (229.40) - MMU (236.53)	1:200	1.05	30 *	232.4	6471	4839	4532	7065	5413	3841	3596	5595		Y	Y	Y	A7, KMME S/S	232.50-234.20	MMU	
4	MMU (236.53) - CAM (255.46)	1:200	1.05	50	246.7	6471	4839	4532	7065	5413	3841	3596	5595		Y	Y	Y	TNW H/S, TNW S/S, KAO H/S	237.02-238.70 & 246.34-254.52	MMU	
5	CAM (255.46) - PKA (261.31)	1:200	0	30 *	257.9	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	CAM H/S	257.95-260.40	MMU	

List of Critical signals and gate signals to be kept through

Name of Sig.	Location	Name of Sig.	Location	Name of Sig.	Location
STN S/S	221/11	A-7 (L/C)	233/19	KAO H/S	245/11
A-3	224/11	TNW H/S	241/19	CAM H/S	254/31
KMME S/S	233/19	TNW S/S	242/21	PKA H/S	260/11

* (i) Although RDSO vide letter no RDSO/2008/EL/TC/0097/REV.0 DT 20.06.2008 has suggested 20 kmph, attacking speed to be preferably kept as 30 kmph keeping in view of rail, wheel condition, sander alignment & weather condition.

(ii) No TM to be isolated.

Stalling Action Plan ASN- PKA DN GC

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached	List of Signal must be kept through	Sander application zone	Banker provision point	Speed pick up board
						Dry				Wet											
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5								
1	PKA (261.31) - CAM (255.46)	1:200	0.5	30	257.7	6471	4949	4635	6928	5527	3929	3678	5489	> Hauling Capacity	Y	Y	Y	CAM H/S	257.80 - 255.86	MMU	300 mtrs in front of the gradient
2	CAM (255.46) - MMU (236.53)	1:200	0	30	244.35	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	A18	239.50 - 238.70	MMU	
3	MMU (236.53) - ULT (226.14)	1:200	1.5	30	229.87	6471	4551	4437	6629	5307	3760	3380	5251		Y	Y	Y	ULT H/S	236.03 - 234.50 & 229.87 - 234.98	BRR	
4	ULT (226.14) - ASN (212.12)	1:200	0	30	244.35	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y	ULT H/S	228.94 - 224.59	BRR	

List of Critical signals and gate signals to be kept through

Name of Sig.	Location
CAM H/S	256/10
A-18 (L/C)	243/30
ULT H/S	226/14

* (i) Although RDSO vide letter no RDSO/2008/EL/TC/0097/REV.0 DT 20.06.2008 has suggested 20 kmph, attacking speed to be preferably kept as 30 kmph keeping in view of rail, wheel condition, sander alignment & weather condition.
(ii) No TM to be isolated.

Stalling Action Plan MDP - GRD UP

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	MDP (0) - JGD (13.1)	1:152	0.75	30	1.00	5981	4131	3867	5776	4659	3275	3064	4570	>	Y	Y	Y
		1:80	0	50	3.80	3954	2653	2481	3694	3119	2095	1957	1661		Y	Y	Y
		1:80	2.5	50	10.30	3728	2488	2326	3462	2940	1963	1833	2333		Y	Y	Y
2	JGD (13.1) - GRD (37.96)	1:80	0.5	60	14.7	3907	2616	2449	3645	3082	2062	1931	2867	y	Y	Y	Y
		1:100	0	50	19.7	4651	3209	3002	4476	3676	2539	2374	3531		Y	Y	Y
		1:80	0	60	26.85	3954	2653	2481	3694	3119	2095	1957	1661		Y	Y	Y

Stalling Action Plan MDP - GRD DN

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	GRD (37.96) - JGD (13.1)	1:100	2.75	50	35.25	4376	2966	2775	4134	4312	2345	2192	3258	>	Y	Y	Y
			0	50	18.70 & 14.30	4651	3209	3002	4476	3676	2539	2374	3531	Hauling Capacity	Y	Y	Y
2	JGD (13.1) - MDP (0)	1:125	1.0	50	6.4	5184	3604	3373	5033	4101	2854	2669	3976		Y	Y	Y

Stalling Action Plan JSME - BNDM UP & DN

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	JSME (0) - BNDM (6.52) UP	1:78	1.0	70	4.0	3787	2532	2367	3523	2987	1998	1866	2771	> Hauling Capacity	Y	Y	Y
2	BNDM (6.52) - JSME (0)	1:77	0	70	5.95	3840	2570	2403	3577	3028	2029	1895	2813		Y	Y	Y
		1:87	1.5	70	3.7	4042	2733	2558	3808	3190	2159	2018	2998		Y	Y	Y

Stalling Action Plan JSME - DUMK UP

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	JSME (0) - GHORMARA	1:200	2.0	30	5.87	6471	4637	4342	6487	5202	3680	3444	5138	>	Y	Y	Y
	GHORMARA	1:200	0	30	17.12	6471	5060	4739	7084	5641	4018	3761	5614	Hauling Capacity	Y	Y	Y
2	GHORMARA	1:200	2.0	30	26.72	6471	4637	4342	6487	5202	3680	3444	5138	>	Y	Y	Y
	(25.52) - DUMK	1:200	0	30	69.5	6471	5060	4739	7084	5641	4018	3761	5614	Y	Y	Y	Y

Stalling Action Plan JSME - DUMK DN

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be workin	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	DUMK (72.59) - GHORMARA (25.52)	1:200	2.0	30	63.52 & 55.57	6471	4637	4342	6487	5202	3680	3444	5138	> Hauling Capacity	Y	Y	Y
		1:200	0	30	37.52	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y
		1:200	2.0	30	33.00	6471	4637	4342	6487	5202	3680	3444	5138		Y	Y	Y
2	GHORMARA (25.52) - JSME (0)	1:200	2.0	30	24.57 & 22.25	6471	4637	4342	6487	5202	3680	3444	5138		Y	Y	Y
		1:200	0	30	14.07 & 4.41	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y

Stalling Action Plan RPH - DUMK UP

SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	RPH (0) - PINARGORIA	1:231	0	30	10.5	6558	5095	4807	7328	5814	4160	3930	5915		Y	Y	Y
	PINARGORIA (18.97) - SIKARIPARA	1:200	0	30	16.8	6471	5060	4739	7084	5641	4018	3761	5614	>	Y	Y	Y
2		1:200	2.0	30	27.05 & 30.97	6471	4637	4342	6487	5202	3680	3444	5138	Hauling Capacity	Y	Y	Y
3	SIKARIPARA (40.07) - DUMK (65.38)	1:200	2.0	30	56.38 & 61.38	6471	4637	4342	6487	5202	3680	3444	5138		Y	Y	Y

Stalling Action Plan DUMK - RPH DN

Attacking Action Plan DUMK - RPH																	
SN	Section	Gradient	Curvature	Attacking Speed Req.	Attacking speed req. at KM No.	Haulage capacity								Excess Train weight	Sander must be working	Signal must be through	Banker/MU must be attached
						Dry				Wet							
						1WAG12B	1WAG9	1WAG7	2 WAG5	1WAG12B	1WAG9	1WAG7	2 WAG5				
1	DUMK (65.38) - SIKARIPARA (40.07)	1:200	2.5	30	64.38	6394	4544	4255	6356	5105	3606	3374	5033		Y	Y	Y
		1:238	2.00	30	54.38	6578	4733	4476	6861	5470	3892	3643	5437		Y	Y	Y
		1:200	0.00	30	50.07 & 47.07	6471	5060	4739	7084	5641	4018	3761	5614		Y	Y	Y
2	SIKARIPARA (40.07) - PINARGORIA (18.97)	1:1200	0	30	27.05	7600	5060	4739	7084	7600	4018	3761	5614	> Hauling Capacity	Y	Y	Y
3	PINARGORIA (18.97) - RPH (0)	1:1200	0	30	229.87	7600	5060	4739	7084	7600	4018	3761	5614		Y	Y	Y

LXII

Stalling action plan DKAE-CCL Sec

Sr. No.	KM		PATCH KM	BLOCK SECTION	GRADIENT	WAG7-SINGLE TABLE No. 3 5400T CC+10	WAG9-SINGLE TABLE No.17 5400T CC+10
	From	To					
1	14.27	13.77	0.50	DKAE-CCL	1:200	20	20

ISOLATION OF DEFECTIVE DVs of BOX-N, BCX-N WAGON

In case of defective DVs causing brake binding problem on a particular wagon, the same should be isolated by the Driver by putting the DV isolating cock handle to off position. While isolating the defective DVs the following procedure should be observed.-

1. For a 35 BOX-N rake the contribution of brake power of each wagon can be taken about 3%. The driver can, therefore, isolate the defective DVs to an extent that the brake power of the train does not fall below 85% (that means a maximum of 5 DVs in case starting brake power is 100% and proportionately lesser number of DVs in case of starting brake power is between 85%-100%).

2. For a 58 Box-N rake the contribution of brake power of each wagon can be taken about 2%. The driver can, therefore, isolate the defective DVs to an extent that the brake power of the train does not fall below 85% (that means a maximum of 7 DVs in case starting brake power is 100% and proportionately lesser number of DVs in case of starting brake power is between 5% to 100%). WDM2 Diesel and WAG5 Electric locos to be used for hauling BOX'N' wagon rake shall be modified for the twin pipe graduated release air brake system and shall have the following fitments.

In the 28 LAV-1 twin pipe graduated release air brake system in Diesel locomotives, the pressure limiting valve should be set at 5 Kg./Cm² in the proportionate brake circuit.

In the IRAVB-2 (twin pipe) brake system in Electric Locomotives, the brake pressure should be set at 5.1 Kg/Cm².

THE SALIENT FEATURES OF THE SYSTEM ARE AS UNDER:-

BOX'N' wagons are fitted with twin pipe air brake system with graduated application and release. In this system a thorough brake pipe of 32mm, bore controls the application and release of brakes, while another feed pipe of 32mm bore continuously refills the Auxiliary Reservoir, which makes it possible to obtain shorter release timings on a longer train formation.

The brake pipe is charged to 5Kg/cm² pressure by A9 valve in case of Diesel and Electric locos. The air from brake pipe enters the Distributor Valve and charges the Auxiliary Reservoir. The Auxiliary Reservoir is also charged from the feed pipe set at 6 Kg./Cm² in twin pipe operation. The brake cylinder exhaust is connected to the atmosphere through a valve when the brakes are in the released condition. To apply brake the Loco Pilot moves the A9 valve handle which causes reduction in brake pipe pressure. Since the movement of the brake valve handle is in steps for graduated applications or in one stroke for emergency applications the intensity of the braking is in proportion to the degree of movement of the valve handle. The maximum pressure in brake cylinder of wagon is 3.7 to 3.8 Kg./Cm² when the brake pipe pressure is reduced by 1.5 Kg/Cm² or more. For releasing the brakes, the driver increases the brake pipe pressure. The air in the brake cylinder is vented progressively corresponding to the increase of the brake pipe pressures and when the brake cylinder is completely exhausted the brakes are fully released.

THE AUTOMATIC AIR BRAKE VALVE A9(DRIVERS BRAKE VALVE) IS A SELF LAPPING VALVE WITH THE FOLLOWING 5 POSITIONS.

- (i) **Release.** In this position the brake pipe is full charged to 5 Kg/Cm² and the train brakes are released.
- (ii) **Minimum application.** This position provides reduction of brake pipe pressure from 0.22 to 0.50 Kg/Cm².
- (iii) **Full service application.** In this position the brake pipe pressure is reduced by 1.6 Kg/Cm² to 1.8 Kg/Cm².
- (iv) **Over reduction.** In this position the brake pipe pressure is reduced by 2.5 to 2.6 Kg./Cm².
- (v) **Emergency application.** In this position the brake pipe pressure is discharged/reduced suddenly to zero.

Twin pipe colour coding. Feed pipe (F.P.)-painted white. Brake pipe (B.P.)-painted green.

It should be ensured that BP and FP hoses of locomotives are coupled to BP and FP hoses of the train load respectively. Any misconnection of BP and FP anywhere on the BOX 'N' rake can lead to brake failure.

LXIII

MAINTENANCE PATTERN OF COACHING TRAINS

SL No.	Category of train	Preventive maintenance schedules at pit line	Under gear examination and brake system maintenance at pit line	Internal cleaning passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/ Terminating Examination	Brake system check prior to start at platform at the other end	Remarks
1.	Rajdhani/ Duroto train	At Primary end	At both the ends	At both the ends	At both the ends	Enroute Examination After every 250 to 350 Kms. of run, or at the next nominated TXR point at stopping Station locations to be decided by the Railway for each train. Terminating Exam. at Terminating station	Complete air brake testing with issue of fresh BPC at both ends	"Rolling-in" and "Rolling-out" examination shall be conducted for each of the Duroto trains at the respective operational halts and also at terminals. (Bd's letter No. 2009 / M(C)/141/2 dtd. 25.08 2009).
1A	Shatabdi trains	At Primary end	At Primary end	At both the ends	At Primary end	Do	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	
2.	Mail/Exp. Trains Round trip run>3500Kms for ICF and>4000 Kms LHB	At Primary end	At both the ends	At both the ends	At both the ends	Do	Complete air brake testing with issue of fresh BPC at both ends	
3(a) (i)	Mail/Exp. Trains Round trip run upto 3500Kms. for ICF and upto 4000 Kms for LHB (excluding category1 trains)	At Primary end	At Primary end	At both the ends	At Primary end	Do	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	For the other end maintaince, a minimum of 3 hrs. halts (except for inter-city day trains) shall be mandatorily provided for carrying out the cleaning and attention of passenger amenities besides continuity / brake power check.(Bd's letter No. 95/M(C)/141/1 dtd. 12.09. 2016). CME of the railway on which the base depot of the train is located will personally satisfy himself that the mandatory conditions applicable to primary end as well as other end fully satisfied.(Bd's letter No. 95/M(C)/141/1 dtd. 31.01 2007).

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MAINTENANCE PATTERN OF COACHING TRAINS

SL No.	Category of train	Preventive maintenance schedules at pit line	Under gear examination and brake system maintenance at pit line	Internal cleaning passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/ Terminating Examination	Brake system check prior to start at platform at the other end	Remarks
3(a) (ii)	Mail/Exp.Trains that touch the primary Station more than once within the limit of 3500Kms. (ICF) or 4000 Kms (LHB) and 96 Hrs., whichever is earlier (excluding Rajdhani, Duronto, Shatabdi trains)	At Primary end	At Primary end only once within the limit of 3500 Kms (ICF) or 4000 Kms (LHB)/96 Hrs.whichever is earlier	At both the ends	At Primary end	Do	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	<u>At the primary end (for non pit line maintenance trips)</u> CME & COM of the primary Railway jointly certified that : 1.The conditions /infra-structure for maintenance and security stipulated for other end maintenance vide Board's letter dtd. 31.01.2007 are fulfilled in letter and spirit at the location where the rake will be given maintenance at the primary station. 2. All necessary steps have been taken for ensuring the positive safety and security of the rake, and in case the security is considered inadequate, the rake should be taken to pit line for necessary attention. 3. A minimum time of 3 hrs. is given for carrying out the cleaning, watering etc. during the intermediate visits of the rake to the primary station. 4. The decision to provide OBHS in such trains may be taken by CME on a case to case basis, even if these trains do not fall with the extant policy guidelines for OBHS 5. No proposal for the condonation of time/ Kms limited for such trains shall be entertained by Railway Board.(Bd's letter No. 95/M(C)/141/1 dtd. 16.01 2017). <u>Other end maintenance</u> : A minimum of 3hrs. halts (except for Intercity day trains) Should be mandatorily provided for carrying out the cleaning and attention to passenger amenities besides continuity/ brake power check. (Bd's letter No. 95/M(C)/141/1 dtd. 12.09.2016).
3(b)	Interconnected Mail/Exp. Trains Round trip run upto 3500Kms (ICF) or 4000 Kms (LHB)	At Primary end	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hours after the issue of original BPC, whichever is earlier only at Primary end.	At Primary end and each terminal	At Primary end	Do	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	The integrated train rakes should have a standard composition. The original BPC issued by the primary end should have revalidated at every terminal station in the link, or wherever the train engine is changed. (Bd's letter No. 2003 /M(C)/141/ 19 dtd. 28.06.2007).For the other end maintenance a minimum of 3hrs. halts (except Intercity day trains) should be mandatorily provided for carrying out the cleaning and attention to passenger amenities besides continuity / brake power check (Bd's letter No. 95 / M(C)/141/1 dtd. 12.09. 2016). CME of the Railway on which the base depot of the train is located will personally satisfy himself that the mandatory conditions application to primary end as well as other end are fully satisfied (Bd's letter No. 95 /M(C)/141/1 dtd. 31.01. 2007).
4.	Passenger trains with toilets including interconnected passenger trains/ shuttles	At Primary end	To be done within 3500 Kms or 96 hours after the issue of original BPC, whichever is earlier only at Primary end.	At Primary end and each terminal	At Primary end	Enroute Examination After every 250 to 350 Kms. of run, or at the next nominated TXR point at stoping Station. Locations to be decided by the Railway for each train. Terminating Exam. at Terminating station	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	

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MAINTENANCE PATTERN OF COACHING TRAINS

SL No.	Category of train	Preventive maintenance schedules at pit line	Under gear examination and brake system maintenance at pit line	Internal cleaning passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/ Terminating Examination	Brake system check prior to start at platform at the other end	Remarks
5.	Passenger Trains without toilets	At Primary end	To be done within 3500 Kms or 7 days whichever is earlier only at Primary end.	At Primary end and each terminal	At Primary end	Once a day at primary end or at a nominated terminal	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	
6.	Dedicated Parcel Trains	At Primary end	To be done within 4500 Kms or 10 days whichever is earlier			Enroute Examination After every 250 to 350 Kms. of run, or at the next nominated TXR point at stopping Station. Locations to be decided by the Railway for each train. Terminating Exam. at Terminating station	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC. not have requisite infrastructure and pit line slot, the rake may be maintained at the nearest coaching depot where such facilities are available. Attaching/ Detaching of parcel vans to / from the dedicated parcel exp. trains at an identified en-route station may be permitted subject to a detailed pit line examination of such coaches before attachment. Amalgamation / disintegration of two/more segments of parcel special rake may also be permitted. The BPC issued at the primary end shall be valid provided the rake integrity is not broken or changed or the train engine is not changed. Otherwise the BPC will be revalidated by Engineer (C&W) after ensuring brake continuity, provided that parcel van being attached, if any, have been subject to pit line examination. For circuits where the total round trip journey is greater than 4500 kms, the rake shall also be required to undergo a detail pit line examination at other end (or at the nearest coaching depot) where requisite infrastructure is available (Bd's letter No. 97/M(C)/202/4 dtd. 22.11. 2010). OCVs that are part of a Mail/Exp./passenger trains shall have an examination schedule as applicable for that train (Bd's letter No. 2003/M(C)/141/19 dtd. 02.03. 2006).	The Dedicated Parcel Exp. Trains shall be allotted a Base Depot and will be required to undergo Primary maintenance in the pit line for a clear 6hrs. slot, if such a Base Depot/ station does
7.	Military/Election Special trains	At Primary end	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hour whichever is earlier only at Primary end.	At Primary end and each terminal	At Primary end	Do	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.	The BPC will indicate the first destination. At the first destination, if such a train is to re-originate without fresh examination, the station master endorse the next destination on the BPC available with the Guard and Driver, provided the total distance/ time limit from the point of Primary maintenance till the final destination is not going to exceed the prescribed limit (Bd's letter No. 2003/M(C)/141/19 dtd. 02.03. 2006).

- Internal cleaning, Passenger amenity alteration and watering may be done at Platform line or nominated stabling line provided stipulated facilities are available at such line.
- In case the rake stabled in yard for more than 6 hours positive safety arrangement should be made for the rake and in case the security is considered inadequate, the rakes should be taken to pit line for alteration to under gear as give under column(4) above.

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MAINTENANCE PATTERN OF SELF-PROPELLED TRAINS(MEMU/DEMU/EMU)

SL No.	Cat-egory of train	Preventive maintenance schedules at pit line	Under gear examination and brake system maintenance at pit line	Internal cleaning passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/ Terminating Examination	Brake system check prior to start at platform at the other end	Remarks
1.	DEMU	At the base depot	At the maintenance shed during every trip inspection 10 days periodicity for all DEMUs other than 700 HP 7 days periodicity for 700 HP DEMUs	At the base depot and at the nominated stations based on the rake link (CME's to decide) Dry Sweeping and attention to passenger amenity, log book items,etc.as required shall be done at the night stabling point	At the base depot	En-route Examination : Rolling-in examination at all locations where facilities exist by train examining staff (CMEs to decide) at Terminating station	Issue of BPC : The Platform Train Examiner will issue BPC for the train before commencement of the first outward journey as passenger train after maintenance at base depot. Brake system check : Brake system check prior to start at platform/stabling line by Crew & Guard.	The instructions regarding permissible percentage of brake power will be the same as for main line trains (Bd's letter No. 95 / M(C)/141/1 dtd. 26.06.2002).
2.	MEMU						Issue of BPC : To be issued at the time of departure of rake from the base depot.	
3.	EMU						Brake system ckeck : Brake system check prior to start at platform/stabling line by Motorman & Guard.	
NOTE : Railway shall ensure that adequate security is provided at the stabling point of the rakes.								

8. Mandatory conditions for Round Trip Pattern of Maintenance (Board's letter No. 95/M(C)/141/1 dated 31.1.07).

A	Primary end	1. Clear maintenance time of 6 hrs should be ensured at the Primary end to enable intensive attention. 2. 100% Brake Power shall be ensured. 3. Brake blocks should be changed as bogie sets. 4. All missing passenger amenity fitting must be replaced and the rake must be turned out as 'Zero-Missing-Fitting' rake. 5. Intensive cleaning of coach toilets shall be ensured. 6. Provision of proper washing cum maintenance pit line facility with adequate testing equipment and high pressure water cleaning arrangement shall be ensured. 7. Adequate gang strength with proper supervision to ensure intensive attention.
B	Other End	1. Whenever the lie-over is more than 2 hours at the platform or the rake is stabled in the yard, the rake should be locked and positive security should be provided. 2. The minimum infrastructure, as prescribed in the letter, shall be provided.
C	General points	A joint safety certificate covering each clause of the mandatory conditions will be issued by Mechanical and Operating branches at Division level. No relaxation will be permissible except with approval of the Board on a case to case basis.

9. Board's letter No.95/M(C)/141/1 dated 18.07.2002

The maintenance pattern on which a particular train is running shall be mentioned on the Upper right hand corner of the BPC.

Board's letter No.98/M(C)/137/19 Pt.dated 14.11.2006

- For trains starting from different stations and amalgamating at an enroute station, the BPC's of individual trains shall be clubbed & revalidated at the intermediate amalgamating point
- For trains originating from one station and disintegrating into 2 or more trains at an enroute station, the originating station shall issue separate BPCs for these parts of the train which shall be revalidated at the intermediate station.
- For the purpose of checking brake continuity and revalidation of BPC, wherever required, it must be ensured that the values of BP, FP in the locomotives and the rearmost brake van are recorded afresh each time whenever the engine is changed or the rake composition is altered.

Enroute Examination :

It should mean rolling in examination. It should be done while the train enters the station at slow speed within the scheduled stoppages. Railways may propose for installation of line-side hot box detectors to improve the reliability of rolling in examination. Board nominated Rolling in Examination points for coaching trains in E. Rly. are Howrah in Howrah Division, Asansol in Asansol Division, Malda and Sahibganj in Malda Division.

Operating instructions of Air Spring provided in Secondary suspension of Coaches :

1. Loco Pilot to Maintain 7 kg/cm² pressure in Compressor
2. In case of leakage, following action is to be taken:
If leakage is between coach Suspension isolating cock and bogie Suspension isolating cock, then close the coach suspension isolating cock.
If leakage is found between bogie suspension isolating cock and air spring, then close the bogie suspension isolating cock.
After isolating the coach/bogie air springs, limit the train speed to 60kmph.

Speed restriction in LHB coaches due to enroute breakage of primary outer spring

Guideline for speed restrictions upto 80kmph is permitted in LHB coaches due to enroute breakage of primary outer spring, provided each of the following conditions are met.

- i) only one primary outer spring is broken and all other coil springs/air springs in primary as well as secondary suspension are in good condition. All springs must be checked critically before permitting the coach with restricted speed.
- ii) The primary outer spring is broken at only one location, which falls within one and a half (1.5) coil lengths from top/bottom end. The corresponding rubber pad primary bump stop must be intact and there should be no pio-leakage or any physical damage to the Primary Vertical Damper. Further, the control arm lug should not have any marks of hitting with the Head bracket.
- iii) The broken spring is not displaced from its position.
- iv) The coach is to be escorted upto destination accompanied with TXR staff.

Movement of LHB rakes/coaches with Air Spring in Secondary suspension due to FIBA activation

Guideline for FIBA activation causing brake binding during movement of LHB raked/coaches with Air Spring in Secondary suspension from Yard/Platform. The following action should be taken.

During attachment of Loco with rakes, Feed pipe system should be charged first and after allowing 2 to 3 minutes for the complete charging of feed pipe system, only then brake pipe connection should be given from the loco to the train.

Enroute coach watering stations :— ASN, MLDT, BGP & HWH**Enroute Mechanized coach clearing of nominated trains at clean train stations :—****ASN & MLDT.****CERTAIN PRACTICAL SITUATIONS / LIMITATIONS WHEREIN THE BPC BECOMES INVALID**

- i) Two trains starting from different stations and amalgamating into one train at an enroute station.
- ii) Train originating from one station and disintegrating into two / more trains at an enroute station.
- iii) Trains requiring revalidation of BPC as per provisions of RPC-4 Category 3(a), 3(b) & 4 at terminal stations or wherever train engine is changed at enroute stations, if no TXR staff is posted at such stations.

To take care of situations as above, following stipulations should be complied with:

- a) For trains as in (i) above, the BPCs for individual trains shall be clubbed at the intermediate amalgamating point, revalidated and the train worked upto the destination.
- b) For trains under the category (ii) above, the originating station shall issue separate BPCs for all the trains which are to be formed after disintegration at an intermediate station. At the intermediate station the respective BPCs shall move along with the trains after revalidation.
- c) Wherever revalidation of the BPC is to be carried out at non TXR stations, it is proposed that the exercise be carried out jointly by Guard and Driver as is prevalent for GDR checks of freight stock.

For the purpose of checking brake continuity and revalidation of BPC, wherever required, it must be ensured that the values of BP, FP in the locomotive and rearmost brake van are recorded afresh each time whenever the train engine is changed or the rake composition is altered.

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INSTRUCTIONS TO LOCO PILOT AND GUARD FOR APPLICATION OF AIR BRAKE:-

Reduction of air pressure in the brake pipe below 3.4 Kg./cm² does not give any additional benefit in regard to increased braking force.

Brake rigging starts to slacken only when air pressure in the brake pipe reaches a level of 4.5 kg. Thus unlike in the vacuum brake system where slackening of brake rigging starts slowly and simultaneously with creation of vacuum, in the case of air brake, the brake release is negligible until 4.5 kg. is reached and is full only when 5 kg. is attained (or the original B.P.)

Hence it is important that the Loco Pilots-

Do not resort to reduction of more than 1.6 kg. for service application.

Wait for pressure to rise to 4.9 kg. or the original Brake Power before even making an effort to start the train. Whenever a loco is changed or front Loco detached, the Loco Pilot after creation of Brake Power to 4.9 kg. to 5.1 kg. should move an engine length to get a **"Feel of the train"**. If any brake binding is suspected, the same should be released by pulling the quick release valve handle of the distributor valve. It may also be noted that there is a minimum lag of 3 minutes in the creation of pressure between Loco and brake van on a full rake of 58 BOX 'N' wagons. Hence sufficient time must lapse after creation of air pressure for brakes to release to avoid cases of knuckle breakage and train parting, etc.

In case of Loco attachment/reversal from a load, there is a possibility of brake binding due to difference in BP pressure of locomotive. To avoid brake binding due to difference in pressure, the brake is to be released manually through quick release valve of DVs of the rake. At TXR point, it is to be done by TXR and at non-TXR point, it is to be done by Guard and Loco Pilot.

"INSTRUCTIONS TO LOCO PILOTS FOR RESTRICTION OF SPEED DURING ROLLING IN/OUT EXAMINATION"

Sr. DME/DME incharge shall nominate the site following should be kept in view:-

- a) Site shall provide unobstructed view of undergear from both sides.
- b) Speed of the train shall not be more than **30 KMPH**.
- c) It should cover the entire length of train.
(as per Coaching Maintenance Manual Para 107b)

CHECKS TO BE MADE BY GUARD/YARD STAFF.

1. It should be ensured that the Brake pipe (BP) hose coupling between the loco and adjacent BOXN Wagon is coupled leak proof and is secured tightly.
2. The Guard should ensure that the cut off angle cocks of Brake pipe (BP) are fully open (handle in line with the hose) on both sides in all the Wagons.
3. The Guard should ensure that the Brake pipe (BP) air hose of trailing end of his brake van is placed properly on the suspension bracket and that its angle cock is in close position (handle should be perpendicular to the hose.)
4. Check for audible leakages from the pipe joints and the hose joints and take action to arrest the leaks, if any.
5. Check the brake pipe pressures.
6. Guard should sign the brake power certificate on form Mech. V5 after conducting joint check with Loco Pilot and T.X.R. by applying emergency application of brake to check drop of pressure in the gauge. Only then he should exchange all right signal for starting.
7. If the Brake-van pressure gauge is defective/deficient, the Guard shall arrange for replacement of the same. If this is not immediately possible precautionary measure shall be taken as follows. The Guard shall destroy the Brake pipe pressure with application of Guard Van handle. He should then examine the nearest 3 to 4 BOXN wagons, brakes to see that brakes have applied. He should also see that the brakes are releasing during recharging of brake pipe pressure. This will indicate that there is continuity of Brake pipe pressure up to the last wagon. This is very important to ensure the safety of train and should be followed rigidly to avoid train to be started with partial brake power. In case of a train running with defective or deficient pressure gauge, this test shall also be conducted before starting the air brake train after every half for crossing or precedence en route.

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8. After ensuring the prescribed air pressure in his brake-van pressure gauge, the Guard must check the working of the brakes. For this he must apply brake from his valve by reducing the pressure by 1 Kg./cm² for at least half a minute. After this, when the handle is brought to the normal position, the air pressure should get instantaneously built up to the earlier level. Only after this should the Guard sign the brake power certificate and start the train.

9. Guard and yard staff should specially note that whenever any BOXN wagon is to be shunted, the angle cocks must be closed before detaching the air hose of brake pipe. If this is not done, the coupling porters may get injured.

10. Before uncoupling the locomotive from the rake close the angle cocks of brake pipe (BP) on the locomotive and adjacent wagon simultaneously. Wait for a minute for the entrapped air to escape. After uncoupling the air hoses and before the locomotive is uncoupled destroy the brake pipe (BP) pressure by opening the brake pipe (BP) angle cock of the wagon to avoid rolling of the rake. It is also recommended to put the hand brakes 'ON' of minimum of 15 per cent of the wagons depending on the gradient to avoid rolling, if the rake is to be stabled for longer period of time.

11. While coupling a loco with BOXN formation after the coupling is effected, the brake pipe (BP) hose coupling of loco and adjacent BOXN wagon should be coupled leak proof and secured tightly and then cut off angle cocks of brake pipe (BP) are to be fully opened.

12. Adequate precautions should be taken to avoid rolling back of wagon, if the shunting is being performed without air brakes.

13. In case of any defect in the air brake system in a wagon which cannot be rectified in short duration, isolate the brake system of that wagon by putting the recharger handle provided in the Distributor valve in 'OFF' position (i.e. in horizontal position). A little pull to the release level which releases the brakes automatically. Isolation of maximum 15 per cent of the wagons in a rake is generally acceptable.

14. In case of overcharging of the brake pipe either due to change of locomotive with different brake pipe setting or due to defective Loco Pilots brake valve, a short pull to the release lever will release the brakes automatically.

SHUNTING

1. In case of shunting at any station, the Guard must ensure that BP angle cock of the wagon to be detached is closed along with that of the adjacent wagon. For example in a train consisting of 30 wagons, if the 17th wagon from the engine is to be detached, the BP cut off angle cocks of the 17th and 18th wagons should be closed, i.e. to be brought to position perpendicular to the air hose. Wait for a minute for the entrapped air in the air hoses between the cut-off angle cocks and palm ends to escape. Then detach the air hose connection and place them in the respective suspension brackets. Then open the cut off angle cock on the 18th wagon (i.e. bring the handle in line with the air hose) so that the brake is applied on the remaining portion of the formation i.e. from 18th to 30th wagon. Only after this should the couplings be uncoupled i.e. after ensuring that the rear portion does not roll down.

2. Afterwards the engine with 17 wagons can be taken to the stabling line for cutting off the 17th wagon. This 17th wagon should be uncoupled in the same manner, as was done between 17th and 18th wagon as explained above. After ensuring that the 17th wagon's brake is on, the engine with 16 wagons can be brought back to the left over rear portion and coupled. After this air hoses of the 16th and 18th (since 17th wagon is already detached on the stabling line) wagon should be connected. Then the cut-off angle cocks of the adjacent wagon should be opened. After completion of the operation and recharging, the Guard should ensure that the required pressure is registered in his gauge.

SAFETY INSTRUCTION:-

Duties of Loco Pilots and Guards to prevent rolling down of air-brake trains (Passenger & Goods) stabled in mid-section on account of loco failure or any other reason.

FOR LOCO PILOTS

1. Apply brakes on locomotives and train by moving Loco Pilots brake-valve handle to Emergency Application position.
2. Apply hand-brakes on the locomotives.
3. Physically check if brake application has actually taken place.
4. Also, apply locomotive independent brakes on the banking locomotives, if the train is banked.

FOR GUARDS 1. Apply guard's hand brake.

FOR LOCO PILOTS AND GUARDS: 1. Apply wooden wedges, when the detention is likely to be more than 30 minutes.

PROCEDURE FOR CHECKING OF DIESEL/ELECTRIC LOCOMOTIVE HAULED AIR BRAKE TRAINS.**1. Introduction**

- 1.1 With the introduction of air braked freight stock on Indian Railways it has become necessary to lay down detailed operating procedure for checking leakage rates in trains and for testing charging capacity of Locomotive to ensure that Locomotive is capable of supply adequate amount of air for charging brake pipe for single pipe working. The detailed procedure for checking the Locomotive and trains have been indicated in this guide which is applicable to Locomotives and wagons fitted with Air Brake System.

Air brake stocks of Indian Railway have been fitted with single pipe graduated release Brake System generally in conformity with UIC standards.

WDM2/WAG5 Locomotives have been fitted with dual Brake System which make them capable for hauling both vacuum braked and air braked stock WDM2 Locomotives have been fitted with 28 LAV-1/IRAB-1 twin pipe Brake System and WAG5 electric Locomotives with IRAVB-2/IRAB-9 twin pipe Brake System.

- 1.2 Before proceeding with the checks indicated in para 2 ensure that the Locomotive has been correctly prepared for hauling air braked stock as per Operating Manual No.MP-572/82 for WDM2 Locomotives and Operating manual No.MP-181/84 for WAG5 Locomotive.

2. Procedure for checking capability of Locomotives for charging/releasing of train brakes.

N.B. :- This test should be carried out on single Locomotive if only one Locomotive is used for hauling the train or on foremost Locomotive of consist of Locomotives unless otherwise stated.

- 2.1 Place the driver's automatic brake valve handle at emergency position.
- 2.2 In case of WDM2 diesel locomotive start the engine and in case of WAG5 electric locomotive start the compressors for building up of main reservoir pressure.
- 2.3 Allow the main reservoir pressure to build up to the maximum stipulated limits for the particular type of Locomotive. The relevant maximum stipulated pressure is given in Table-1

Table-1

Valves		Pressure setting in kg/cm	
		WDM2	WAG5
Main reservoir pressure	Cut out	10-0.1	10-0.1
Governor setting	Cut in	8-0.1	8.5-0.1
Main reservoir pressure safety valve setting		10.5-0.1	10.5-0.1

- 2.4 Close the angle cock for the brake pipe. Couple 7.5 mm diameter leak hole special test coupling fabricated to R.D.S.O. Drawing No.SK.DP-2691 (Annexure-1) with the brake pipe Coupling of the locomotive. In case of MU consist test coupling should be fitted of the rear most loco of the consist.
- 2.5 Move the Loco Pilot's automatic brake valve handle from emergency position to release position to charge the brake pipe to 5 kg/cm²
- 2.6 Open the angle cock for the brake pipe. The brake pipe pressure should fall from 5 kg/cm²
- 2.7 Check the brake pipe pressure with the help of gauge fitted in the Locomotive which should not fall below 4.4 kg/cm² within 60 seconds.
- 2.8 The test shall be carried out with all the compressors in working condition for operating the train.
- 2.9 Generally the number of compressors used shall be governed by the number of wagons hauled and the leaking rate. A General guideline is given in Table-II.

Table-II

Number of Wagons in Train	Less than 50	50-80	80-90	90-100	More than 100
Compressed air requirements in litres/minute	2000	3000	4000	5000	6000

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3. Procedure for checking leakage in the train

- 3.1 Attach the Locomotive to the train fitted with single pipe air brake system and couple brake pipe. Ensure correct coupling with brake pipe in a manner that there is no leakage of air from coupled joints.
- 3.2 The Coupling should be done with angle cock in close position.
- 3.3 Open angle cocks of loco after coupling brake pipe.
- 3.4 Open the angle cocks of the brake pipe on all the wagons. Check for continuity of brake by reducing and rebuilding brake pipe pressure. The verification should invariably be carried out through the pressure gauge provided in Guard's Brake Van.
- 3.5 After the brake pipe pressure has stabilised in the Locomotive and rear most vehicle to the level indicated in table-III move the Loco Pilot's automatic brake valve handle towards application position to reduce brake pipe pressure from 5 kg/cm² to 4 kg/cm².

Table - III

Length of Train	Brake pipe pressure in Train (kg/cm ²)	
	Locomotive	Last Wagon
Up to 56 BOXN wagons	5.0	4.8
Beyond 56 BOXN wagons	5.0	4.7

- 3.6 After the brake pipe pressure has been stabilised close the brake pipe isolating cocks provided between additional C2W relay valve and brake pipe of the locomotive.
- 3.7 Wait for 60 seconds for temperature and gauge settlement than note the drop in pressure in the brake pipe gauge in the Locomotive for five minutes.
- 3.8 The drop in brake pipe pressure gauge shall not be more than 0.25 kg/cm²/min.
- 3.9 If the Leakage rate is more than the value indicated in para 3.8, check for excessive leakage on individual wagons as indicated below :-
 - 3.9.1 A hissing sound would be audible at points where leakage is heavy.
 - 3.9.2 Once the hissing sound is heard from a particular area, pin point the location of leakage by applying soap and water solution.
 - 3.9.3 Use permitted material viz. Teflon tape for arresting the leakage.
- 3.10 In case leakage is heavy and can not be arrested the wagon may have to be isolated/detached.
- 3.11 In case where leakage can be arrested temporarily by tape and by the nature of leakage is heavy such that it requires attention at Primary Depot, clear marking on the wagon should be done to draw the attention on Primary Depot, for adequate attention.
- 3.12 In case the leakage is from the distributor valve and can not be arrested, isolation of the wagon can be carried out by closing the distributor valve isolating cock. In such condition clear marking should be provided on the wagon to indicate this defect to primary depot. Do not close brake pipe angle cocks under any circumstances, either for isolation of wagons or for any purpose whatsoever, except for carrying out shunting operation after which the angle cocks should again be opened to ensure continuity of brake pipe.

4. Brake cylinder operative percentage

- 4.1 The goods trains originating from C & W Exam yard should have prescribed brake cylinder Operating percentage, viz 100% for CC Rakes & 90% for other intensively examined freight rakes.
- 4.2 Under no circumstances the brake cylinder operative percentage should fall below 85% on route (See Note No. 2)
- 4.3 Train examination staff should check operative percentage by observing gripping of brake blocks on wheels.

5. Procedure to be followed at wayside

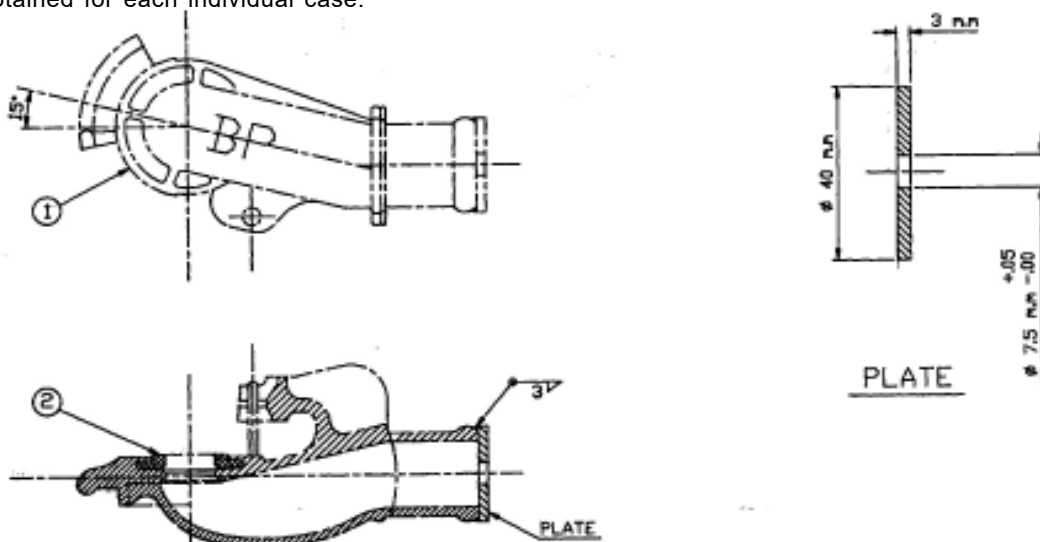
- 5.1 If the leakage rate is found more than the value indicated in para 3.8, locate the source and arrest the leakage as the procedure given in para 3.9.
- 5.2 In case where leakage can be arrested temporarily by type and the nature of leakage is such that it requires attention at Intensive exam. yard, clear marking on the wagon should be done to draw the attention of primary depot for adequate attention.

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- Both the above test should be conducted with Diesel Loco on idle and Electric Locomotive 3X1000 compressor capacity. If Electric locos are provided with 2X2000 capacity compressor then the test should be conducted with 1X2000 compressor capacity but during the test if MR should not drop. If MR is dropping then test should be done with higher capacity.

Note :-

- "It is clarified that the minimum originating brake power for air braked goods train running on end to end pattern of examination shall be 85% except wherever local restrictions have specified higher levels of brake power to meet specific requirements. Exception shall only be made after prior personal approval of Chief Rolling Stock Engineer has been obtained for each individual case."



INCITE-

1. COUPLING HEAD (ITEM 1) SHALL BE PAINTED WITH MID-BRUNSWICK GREEN PAINT TO I.S.C NO.226 OF I.S.5 AND READY MIXED PAINT TO I.S.119.
2. TEST PRESSURE 10 kg/cm²

[illegible]

COUPLING FOR TESTING					
LOCO. BRAKE VALVE CAPACITY		R.D.S.D	SK.DP-2691		

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3.3 Air Flow Indicator :-

Air flow indicator is an air pressure gauge and its main pointer registers a pressure on the scale on the dial marked in terms of No. of wagons. It has a working range of 270⁰. Half portion 135⁰ is marked from 0 to 100. Zero marked at stop indicate 5 psi and 100 wagons indicate 70 psi. Full range of 270⁰ indicate 140 psi. Its calibration as per table given below can be checked with master gauge or on dead wt. tester. The accuracy of the calibration should be within ± 1.4 psi:

No of wagons	0	20	40	60	80	100
Pressure in (psi)	5	14	28	42	56	70

3.4 Testing of device on locos :-

Keep A-9 automatic brake valve handle in release position and close isolating cock provided in Port No. 5 of A-9 brake valve and also the isolating cock between additional C-2 relay valve and brake pipe. When MR pressure approaches cut out pressure setting, the indicator should show Zero. Open self-calibrating choke plug on air flow measuring valve until side vents are uncovered. Check that air flow measuring valve gauge in the cab shows a reading of 100. Check with soap water solution the pipe joints between air flow measuring valve and indicator gauges for leakages. In case the reading of air flow measuring valve is less than 100, the air flow measuring valve should be set to show 100 as indicated below :

1. Remove circlip and filter disc covering the needle valve adjusting Screw provided in the top body.
2. Adjust calibrating needle valve to obtain a reading of about 100 on air flow measuring gauge (ensure that the self-calibrating choke side vents are uncovered) before adjusting the needle valve. If the reading is more than 100 unscrew the needle valve and if it is less than 100 tighten the needle valve and if it is less than 100 tighten the needle valve.
3. Close and tighten self-calibrating choke plug and check for leakages.
4. Replace the filter disc and place the circlip.

BRAKE PIPE CONTINUITY TEST

When BP pressure is established on Loco at 5KG/CM² and in Guard's Brake Van 4.7/4.8 KG/CM², the Guard must apply Emergency Valve handle for 30 seconds and watch the pressure to drop by 1 KG/CM² and thereafter by putting back the handle to normal (charging/release) position when the original pressure should build up instantaneously.

In case of defective/deficient pressure gauge, The guard shall arrange for replacement of the same. If rectification is not possible, it must be ensured that the brakes are applied in brake van and six adjacent wagons when air-pressure is dropped by emergency valve handle and released when the handle is put on release position.

If the brake van is not the rear most vehicle and where there is no brake van the brake pipe cut out angle cock of the rear most vehicle of the fitted portion of the train to be opened and the application and release of brakes on the rear most 6 wagons to be ensured.

If any locomotive is in the rear of the last vehicle then the Guard must instruct the Loco Pilot of the rearmost locomotive to carryout the brake continuity test. The Guard must obtain an assurance from the Loco Pilot that this has been done.

The Loco Pilot and the Guard must observe the drop and regain of BP pressure or application of release of brake properly. If it is not there, they must think that there is a brake of continuity. This can be due to brake of pipe cut off angle cock being closed or the feed pipe and break pipe hoses being crossed between vehicles. In case of double headed or Multiple operation of locos check the correct position of the isolating cocks of the rear locomotive should be checked after correction of any fault a further brake continuity test must be carried out.

FEED PIPE CONTINUITY TEST

When the feed pressure is established as under :-

Loco	..	..	6 KG/CM ²
Brake Van	..	..	5.7/5.8 KG/CM ²

Loco Pilot should close the angle cock of the feed pipe of the first wagon from locomotive towards the coupling end of locomotive. The Guard should then open the feed pipe angle cock of the last vehicle till the

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air stops venting from the open angle cock. When the feed pipe pressure in the last vehicle dropped to Zero the Loco Pilot should then open the angle cocks. The feed pipe pressure in the locomotive as well as in the last vehicle should be developed to the original level.

The Guard must not give the Signal to start the train until he has carried out his duties in the above test.

The Loco Pilot must not start the train unless he has observed the fall and regain of the pressure on the Locomotive gauge.

In the originating yard the continuity test should be done jointly by TXR, Guard and the Loco Pilot. After ensuring the continuity of air-pressure the Guard should sign the brake certificate.

DIESEL FUELING POINTS OVER E. RLY.

Divn.	Fueling Points
HWH	HWH Dsl Shed, RPH, P.F. & Yard,
SDAH	BGA Dsl Shed.
ASN	UDL Dsl Shed & YD.
MLDT	MLDT P.F. and Yard, JMP P.F., SBG DEMU Shed

ELECTRIC TRACTION

SPECIAL SIGNALS

(1) Electric Engine Stop Boards-

In order to prevent an electric loco from entering an unwired section, where overhead wire terminates on a track, boards, bearing the legend "Electric Engines Stop" have been provided, normally on the traction structure ahead of the point where the traction overhead wires terminate. No electric engine should go beyond these boards.

(2) "Unwired Turnout" Boards-

Boards bearing the legend "Caution Unwired Turnouts" have been provided at places where unwired line takes off from the wired lines. They are fitted on the traction structure immediately ahead of the unwired turnout. Electric engine Loco Pilot should exercise additional caution when they see these Boards and ensure that the route of their train has been set for the wired track and not for the unwired one. If the Loco Pilot notices that the route is set for an unwired track, he should lower the pantograph at once and coast as far as possible and clear the rear fouling marks unless he can stop the locomotive short of the turnout.

(3) The Hot Axle siding are generally not through wired. In such cases detachment of damaged Hot Axle wagons should be done carefully.

(4) "Lower Pantograph" Boards-

This board on which a pantograph in lowered position with an arrow pointing downward painted on a white background, is provided 250 metres ahead of the place at which it is necessary to lower the pantograph for any reason on written Authority from station in rear. A Warning Board is also provided 250 Metres ahead of the 'Lower Pantograph' board with Inscription 250 Metres. Loco Pilot's of Electric Engines should prepare to lower the pantograph at the 250 metres warning board and lower the pantograph at the Lower pantograoh board. The Drivers should try to pass the lower pantograph board at the maximum permissible speed.

(5) Raise Pantograph Boards-

This board on which a pantograph in the raised position with an arrow pointing upward is painted, on a white background, is placed one structure ahead of the point at which it is necessary to raise the pantograph. Only while passing this board should the Loco Pilot of an electric engine raise the pantograph which had previously been lowered at 'Lower pantograph' board and resume normal working.

(6) 'Neutral Section Ahead' Boards-

These boards are of two types, one placed 500 metres ahead of the neutral section bearing the legend 500 M and another placed 250 metres ahead of the neutral section bearing the legend 250 M. The Driver of an Electric engine should become alert at the 500 M Board and at the 250M board, the Master Controller must be brought to zero and the Loco Pilot should be prepared to open the circuit breaker at the "Switch off" Indication boards.

(7) 'Switch off Indication' Board.-

These boards, which show two vertical lines one at the top of the other (i.e with a horizontal line in between) are fitted on the traction structure immediately ahead of the neutral section. The Loco Pilot of an electric engine should open the circuit breaker when the engine comes in line with this board.

(8) 'Switch on Indication' Boards-

These boards show three vertical lines each at the top of the other, and are fitted on the traction structure immediately after the neutral section. The Loco Pilot of an electric engine can reclose the circuit breaker when his engine comes in line with this board and should resume normal working.

(9) 'Feeding Post' Board-

According to **ACTM 12.6** in case failure of power from a feeding post when emergency feeding is introduced from the adjacent Sub station. Loco Pilot's have to lower their pantographs at the feeding post overlaps. In case of such an emergency feeding arrangement, Caution Orders will be issued to the Loco Pilot's of Electric Locomotives mentioning the feeding post

Insulated overlaps at which they should lower the pantographs. Boards have been fixed permanently like the ones mentioned in the paragraphs 4 & 5 above, i.e. 'Lower Pantograph' and 'Raise pantograph' except that the background colour is "Yellow" instead of 'White'. The 'Yellow' indicates that the Loco Pilot's do not normally lower the pantograph of the feeding post but only when a caution Order is issued in advance.

(9)(a) 'Flasher lights' have been provided at the feeding posts-

The Loco Pilot's must lower their pantographs at the 'pantolower Boards' and raise at 'Raise Panto Board' in case they find the glowing of Flasher light even if they have not been issued with a caution order to this effect. Flasher light have been provided at Waria & Kumardhubi feeding posts. In addition to the panto lowering boards a flasher light has also been installed near the feeding post overlaps.

In case the Loco Pilot's find that the flasher light are flashing they should immediately lower the pantograph in the panto lowering zone of the feeding post even though the pantograph lower caution order might not have been issued to them.

To achieve energy saving, Loco Pilot's should observe the coasting and notching up board provided in the electric masts.

In suburban sections for EMU Service-

The Motormen should observe the Coasting Board and regulate their trains as indicated in Coasting boards.

DUTIES OF ASSTT. LOCO PILOT'S TO COUPLE-

(a) The coupling/uncoupling of Engine Hose pipes with the Train hose pipe is the duty of the Asstt. Loco Pilot, who couples the engine. When coupled light engine work, the Assistant Loco Pilot of the leading engine will normally do this job.

(b) Precaution before coupling-

It is essential that hose pipes of the Train as well as the Engine Hose pipe is fitted with wire cage. TXR and Asstt. Loco Pilot must see this before coupling up the Hose pipe.

ASSISTANT LOCO PILOT TO CHECK THE LOAD-

(i) After the loco is attached with the Load the Asstt. Loco Pilot has to check the load instead of counting loaded and empties. He should check brake binding alongwith TXR staff to avoid the overloading of the Traction motors.

(ii) The Asstt. Loco Pilot should check that consignment on KC/BOBR Type wagon should not form heap to avoid OHE tripping.

(iii) As per A.C.T.M. volumn-III para-30 605(6) in case of Rajdhani Exp./other super fast M/Exp. trains Loco Pilot is provided instead of Asstt. Loco Pilot. The Co-Loco Pilot will carry out all the duties of Asstt. Loco Pilot.

ASSISTANT LOCO PILOT TO REPEAT THE SIGNAL ASPECT:- (GR & SR 3.83)

To ensure that the Loco Pilot of Electric locomotives also receive the assistance of the Assistant Loco Pilot for sighting the correct aspect of the approach signals at station. The Asstt. Loco Pilot of the Electric locos must remain in the cab while approaching stations and repeat the aspect of the approaching signals to the Loco Pilot except under emergency and extraordinary circumstances warranting the Asstt. Loco Pilot entering the engine compartment in the interest of safety of the Engine equipments, having done so, the Asstt. Loco Pilot may leave the cab and enter the engine compartment for recording various gauge reading or observe the condition and working of the various parts and auxiliary equipments in the Engine compartment.

The Electric Loco Pilot will be responsible to see that the Asstt. Loco Pilot carried out the above instructions. Whenever an Electric Loco Pilot stops his train, either due to the stop signal being in the 'ON' position, or due to tripping (due to Loco or O.H.E. defect) sufficient time should be allowed to recreate the vacuum, so as to ensure that on the Vacuum gauge of the Train Engine a minimum vacuum of 48 Cms. is indicated. The Loco Pilot must not be guided only by the vacuum gauge equipped on the Loco. The minimum vacuum on the last van should be 41 Cms. As such, 4-5Mts. time should be allowed to ensure full creation of vacuum and release of wagon brakes of the train.

DEAD MOVEMENT OF WAP-5/WAG-9 LOCOMOTIVES:-

WAP-5/WAG-9 locomotives are fitted with parking breaks, which applied automatically when the Loco is made dead. Therefore, it is essential to release the parking breaks pneumatically and manually as per the prescribed procedure before dead haulage.

DIESEL/ELECTRIC TRACTION**Loco Pilot's Personal equipment :**

(Vide Board's letter No. 93/M(L)/467/12, dt. 20.01.2003)

Diesel/Electric Loco Pilot's will carry following personal equipments while on duty.

- ✓ Loco Pilot's Rule Book containing relevant portion of GR & SR and Accident Manual.
- ✓ Loco Pilot's Personal Book (Bio Data).
- ✓ Working Time Table(s).
- ✓ Trouble shooting guide.
- ✓ Loco Pilot's Memo Book.
- ✓ Walkie talkie.
- ✓ Flag Signal :— Red (2 nos.) & Green (1 No.)
- ✓ Detonator (10 nos.)
- ✓ Flare Signal (1 No.)
- ✓ Spare glasses (Spectacles).
- ✓ One Tri-colour battery operated hand signal lamp/LED based hand signal lamp.
- ✓ Loco Pilot's tools.

Item to be checked by Loco Pilot/Asst. Loco Pilot at originating points (Yard/Station)

The checking at originating stations should normally not exceed 15 minutes for passenger train and 30 minutes for freight train.

1. Check the shed order book for latest caution enroute.
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 Loco Pilot.
4. Ensure that water and oils are sufficient to work the train.
5. Check 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 that the coupling between the engine and the train is properly secured, vacuum hose pipe/BP & FP hoses are 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 the concerned departure signal(s) has/have been taken off.
16. Check the effectiveness of brake power at first opportunity.
17. Check the functioning of different auxiliaries, relays and equipments; make a round in the radiator room (in dead condition only.)
18. If train is started from a station not provided with a Train Examiner, check the coupling and vacuum hose pipe/ BP & FP hoses are connected properly throughout the length of the train and that there is no leakage in vacuum/Air pressure system.
19. While coupling single/multiple units or coaches of any such units together, check all electrical couplings are properly made. Also ensure that the control and power apparatus and brakes of the complete train are in proper condition and in prescribed working order.
20. Brakes of the DMU train shall be jointly tested by Loco Pilot and the Guard to ensure that the Electro-pneumatic and Automatic brakes/vacuum brakes are functioning normally and brake pipe is continuous.
21. Check the adequacy and effectiveness of brake power, count operating brake cylinder along with Guard and ensure that brake power is adequate.
22. Check first eight wagons from loco and ensure minimum six wagons are active.
23. Preparation of Guard & Loco Pilot report (GDR) at freight train unloading point for permitting the train to run up to first freight train examination point.
24. Shall couple/uncouple of engine hoses with train hose pipe. In case, engine is manned by shunter/Loco Pilot and no Assistant Loco Pilot is provided, the hose pipe will be coupled/uncoupled by TXR staff when TXR staff is provided.

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ITEMS TO BE CHECKED LOCO PILOT/ASST. 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 enroute.
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 are 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 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 30 kmph. This shall be done 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:

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.
- 1.2 The brake continuity test need not be carried out on the train in the following circumstances.

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- 1.2.1 When locomotive other than train locomotive is detached from the extreme front of the train.
- 1.2.2 When train locomotive is used for 'Complete' brake test of the whole train and is not thereafter detached before starting.
- 1.2.3 When the train locomotive or coach is detached from the extreme rear of the train.
- 1.3 The following procedure shall be followed for the test.
 - 1.3.1 First of all it must be ensured that all angle cocks of BP & FP are in open position. However, rear end angle cocks of rear most coach and free end angle cocks of locomotive should be kept in closed position.
 - 1.3.2 The Loco Pilot and Guard must confirm for the test by means of communication.
 - 1.3.3 The Loco Pilot must charge the BP & FP pressure of the train and check that 5.0 ± 0.1 Kg/Cm² and 6.0 ± 0.1 Kg/Cm² pressure is registered respectively in BP & FP Gauge in the leading driving compartment and confirm from the Guard that minimum 4.8 Kg/Cm² & 5.8 Kg/cm² pressure is registered respectively in BP & FP Gauge in the rear SLR.
 - 1.3.4 The Loco Pilot must then without delay carryout the following :

The Loco Pilot must reduce BP pressure to 4.0 Kg/cm² by moving the A-9 automatic brake valve handle towards application position and confirm from the Guard that the pressure registered in BP Gauge in the rear SLR is within the range of 3.6 to 4.0 Kg/Cm², otherwise, it indicates discontinuity in brake pipe, which should be attended by the TXR staff. After correction of any fault a further brake continuity test commencing at step 1.3.3 must be carried out.

Permissible Brake power of Coaching train in en-route : As per Coaching Maintenance manual para 107 (a) ii Trains given primary/ secondary examination should have 100% brake power. Trains which are attended on Platform or where Secondary examination has been dispensed with or en-route should have minimum 90% brake power.

DUTIES OF DIESEL ASSISTANTS :

(Vide Board's letter No. 99/M (Safety)/7/2/c/5-Pt., dated 10.03.2000)

- Diesel Assistant shall check balance of water level through GAUGE GLASS and don't climb on the roof en-route for any reason and ensure that loco is on non-electrified section while checking expansion tank water level. He shall also check balance of water temperature, governor oil, expressor oil, air maze oil bath filter oil, fuel oil, lube oil etc.
- The Diesel Assistant shall couple and uncouple the locomotive at the train originating station, at any intermediate point or engine change point and at station/yard where loco is required to be finally detached from the train for change of traction, marshalling convenience or any other operational purposes. He shall uncouple the locomotive when it has to detach for loco purpose. (a) The coupling/uncoupling of Engine Hose pipes with the train hose pipe is the duty of the Asstt. Loco Pilot, who couples the engine. When coupled light engine work, the Assistant Loco Pilot of the leading engine will normally do this job. (b) **Precaution before coupling** - It is essential that hose pipes of the Train as well as the Engine Hose pipe is fitted with wire cage. TXR and Asstt. Loco Pilot must see this before coupling up the Hose pipe.
- He shall assist the Loco Pilot in sighting the signal aspects. He shall call out the aspects displayed by the signals/ caution boards/speed boards/speed indicators from the sighting distance loudly. He shall not engage himself in any other activity while approaching signals/cautions driving area.
- He shall be extremely cautious and vigilant during all types of abnormal working like single line working total failure of communication, signal defect, load parting, load dividing, breakdowns, accidents etc.
- If a Loco Pilot becomes incapacitated while the engine is in motion, the assistant Loco Pilot if duly qualified may work the train to the next station cautiously. If the assistant Loco Pilot is not duly qualified, he shall bring the train to a stop and arrange to protect the train as per extent instructions. He shall then send a message to the station master of the nearest station to make arrangements for a Loco Pilot to take the train and for so doing he may take the assistance of the guard.
- If, for any reason, during the run, there is a likelihood of the train running past signal at danger or running on to an obstruction, he shall use his discretion to apply emergency brakes without waiting to be warned by the driver to take emergent action to stop the train.
- On single line section where ball-token has to be collected on run, will ensure that previous ball-token handed over to the authorised station staff and proper fresh ball-token is collected.
- In case the loco shut down or fails on graded section in consultation with driver, he will apply hand brakes and wooden wedges and pin down wagons to avoid running away of the train.

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MISCELLANEOUS INSTRUCTIONS

Securing of Vehicles in Siding & Block Stations :-

SR 5.23 i) Action by Station Master/Traffic Staff when vehicles/load/ train is to be stabled at station :-

- (a) The vehicles/ load/train be chained and padlocked using **at least** two chains, one at either end ;
- (b) **At least** four sprags/wooden wedges be used, two each below the outermost pair of wheels at either end;
- (c) Hand brakes of **at least** 6 wagons from either end must be fully tightened. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;
- (d) The vehicles of stabled load / train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing ;
- (e) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available ;
- (f) Stop Collars must be placed on relevant signal and point buttons/slides/levers etc ;
- (g) Remarks should be made in TSR and / or SM diary in Red ink to the effect that 'Line No. _____ is blocked and all precautions for securing the load have been taken' as prescribed above ;
- (h) After any load/train/loco is stabled, the Station Master must inform the Section Controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.
 - ii). Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions :-
 - (a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/ wooden wedges/ skids, should also be used to prevent vehicles from rolling down ;
 - (b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
 - iii) Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are shut down or stabled.
 - (a) Application of both SA-9 and A-9 brakes;
 - (b) Application of hand brake and parking brake ;
 - (c) Secure the loco with wooden wedges provided on the loco.
 - iv) (a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring iii (a), (b) & (c) above;
 - (b) Before leaving the station/yard, the Loco Pilot and Guard should jointly record in a register to be maintained with Station Master that the load & loco has been secured as prescribed above.
- v) Action to be taken by Loco Pilot/Assistant Loco Pilot and Guard when the train is stalled in block section due to accident, failure, obstruction or any other reasons :-
 - (a) Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provisions of G&SRs 6.03;
 - (b) The train should be secured by applying loco brakes (SA-9, A-9 & and hand brake) and hand brakes of at least six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains the Guard should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.
- vi). Station Staff, Guard, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.

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Weigh Bridges:- Weigh Bridges including the Table, the pit and the Hanger must be cleaned daily. No accumulation of rubbish or water should be allowed to take place in the pit as this will give inaccurate weighments. Where pumps are fitted, weigh bridge staff should remove the water from the pit or else, the P.W.I. should do it. When not in use, Weigh Bridges must always be kept out of gear.

Automatic Weigh Bridges:- As the table of Automatic Weigh Bridges is always in gear no locomotive is stand or pass over the Weigh Bridge. When the Weigh Bridge is not being used for weighing and shunting of wagon is being carried on over the table, the hand lever fitted at the bottom of the dial easing in front is to be put out of gear.

Steel Yard Type Weigh Bridge:- When a vehicle is on the table, the lever must not be put out of gear, as this may cause injury to the man operating the lever and may also damage the Weigh Bridge. When weighment is completed and wagons taken off the machine must be put out of gear. Locomotives may be permitted to pass over the Weigh Bridge provided they are out of gear.

Electronic in Motion Weigh Bridge :— This will be operated and manned as per JPO No. MP/123/Instruction dated 02.03.2005 incorporating latest correction slip.

Operating of Locomotive Headlights:- (a) Mail, Express or passenger trains (i) Proceeding from single to double line, double line lights will be carried from the last stopping station. (ii) Proceeding from double to single line, single line lights will only be carried from the last stopping station on the line. (b) **Goods trains:-** Will stop at the stations at either end of the single or double line change their lights to single or double as the case may be, accordingly.

When stopping at a station :- When a train has stopped at a station, the headlight should be dimmed.

When running through station :- If the station yard is sufficiently lit up to show whether the line is clear or obstructed, the Headlight should be dimmed when near the Home Signal and should be kept dimmed until the train has passed through the station.

In the vicinity of a station on Double Line :- When the train is approaching and another is leaving in the opposite direction, the headlight of the train proceeding from the station should be dimmed.

Between the station on Double Line:- Headlights should be dimmed when space between train is seen to be free of obstruction. The light should be switched on when the engines are abreast. The engine crew must use the engine whistle freely during the period the head light is dimmed.

Within Station Yards or Sheds:- During engine movements within the Station Yard or sheds, electric headlights are not to be used.

Light engines when running engine foremost on double line section two white buffer lights should be provided in front and red buffer light in the rear. In case of running engine foremost on the single line section two red buffer lights should be provided both in front and rear.

The Setting of temperature in Ac Coaches as fixed up by RDSO is as under:

For Summer :	Cut in - 25°C	Cut off : - 23°C
For Winter :	Cut in - 19°C	Cut off : - 21°C

PUSHING AND BACKING OF TRAINS

Pushing:- No engine shall push a train outside station limit except (a) Petrol or Search Light Special not exceeding a speed of 40 Kmph. (b) material or ballast train at a speed not exceeding 25 Kmph. and (c) when assisting a train from the rear.

Banking:- When an engine is attached in rear to assist another engine in front at least Five Vehicles must separate the front and the rear engine. This is applicable only for Diesel Engine.

LXXXI

Where four-wheeler vehicles are in rear of a passenger train, loco should not be used for banking from rear, but may be attached in front to assist the train.

When a engine is attached its hose/brake pipe will not be coupled up. The Bank pilot Loco Pilot shall use his engine brake only in accordance with the signals from the Train engine Loco Pilot. In case of a passenger train, the hose/brake pipe of the banking engine must be coupled. However, in case of the air brake stock if the banking engine is attached to the rear of the train brakes may have to be released after the banking engine is detached.

In the case of goods trains, the hose pipes of the Bank pilot should not be coupled. In the case of passenger trains, the hose pipes of the banking engine must be coupled.

Return of Bank Pilot:- Bank pilot engine should be returned light or coupled or during day light attached in front of the train engine of the return direction train.

Attachment/Detachment of slip coaches- Fresh brake power certificate (MV-5) is issued by the TX Rs to the train crew of through passenger trains at the station where locomotive is changed. At stations where locomotives are not changed but attachment/detachment of slip coaches takes place on a through passenger train TX Rs should make an endorsement on the brake power certificate (MV-5) available with train crew to that effect, and record the amount of vacuum available on locomotive and brake van gauge as well as the number of active/inactive cylinders after the attachment/detachment. The above procedure shall be followed only where TX Rs are available.

CALCULATION OF SPEED BY TELEGRAPH POSTS :

Number of Telegraph Posts Passed in 1 Mts.	Kmph in Section With 24 Telegraph Posts.	Kmph in Section With 18 Telegraph Posts.	Number of Telegraph Posts Passed in 1 Mts.	Kmph in Section With 24 Telegraph Posts.	Kmph in Section With 18 Telegraph Posts.	Number of Telegraph Posts Passed in 1 Mts.	Kmph in Section With 24 Telegraph Posts.	Kmph in Section With 18 Telegraph Posts.
3	12.07	16.89	10	40.23	53.51	17	68.48	93.93
4	16.09	21.73	11	44.26	58.74	18	72.42	96.58
5	20.12	26.15	12	48.28	64.37	19	76.44	
6	24.14	32.19	13	52.30	69.60	20	80.47	
7	28.16	37.42	14	56.33	74.84	21	84.49	
8	32.19	42.35	15	60.35	80.47	22	88.37	
9	34.21	48.28	16	64.37	88.70	23	92.34	
						24	96.00	

CALCULATION OF LOSS OF TIME FOR OBSERVING ENGINEERING RESTRICTIONS.

MAX. SPEED 90 kmph			MAX. SPEED 100 kmph			MAX. SPEED 120 kmph	
SPEED RESTRICTION For 1 KM + Train Length	EXTRA TIME ALLOWED * (In Mts.)		SPEED RESTRICTION For 1 KM + Train Length	EXTRA TIME ALLOWED * (In Mts.)		SPEED RESTRICTION For 1 KM + Train Length	EXTRA TIME ALLOWED * (In Mts.)
	Diesel	ELEC.		Diesel	ELEC.		ELECTRIC
10 Kmph.	9.52	9.03	10 Kmph.	9.90	9.46	10 Kmph.	9.69
15 Kmph.	6.58	6.03	15 Kmph.	6.96	6.51	15 Kmph.	6.82
20 Kmph.	4.92	4.78	20 Kmph.	5.16	4.95	20 Kmph.	5.20
30 Kmph.	3.36	2.91	30 Kmph.	3.76	3.27	30 Kmph.	3.53
50 Kmph.	1.64	1.29	50 Kmph.	2.01	1.61	50 Kmph.	1.80
70 Kmph.	0.60	0.46	70 Kmph.	0.86	0.70	70 Kmph.	0.96
80 Kmph.	0.32	0.27	80 Kmph.	0.42	0.36	90 Kmph.	0.38
			90 Kmph.	0.22	0.18	100 Kmph.	0.26

* Including Acceleration & Deceleration Time.

TIME ALLOWED FOR LINE CLEAR , STOPPING & STARTING : FOR LINE CLEAR : The allowed time for line clear after crossing on the Single line Section is 3 minutes. **Broad Gauge Stopping and Starting Time**

Trains Diesel & Electric	Mail/Exp.		Pgr.		Goods		EMU/DMU	
	Min	Sec.	Min.	Sec.	Loaded	Empty	Min.	Sec.
					Min.	Min.		
Starting	2	0	1	0	3	2	0	20
Stopping	1	0	0	30	3	2	0	10

LXXXII

SAFETY PRECAUTIONS AND ESSENTIAL INSTRUCTIONS FOR RUNNING AND OPERATING STAFF WORKING IN A.C. TRACTION AREA

DO(S) AND DON'T(S) FOR ALL STAFF

Don't(s)

1. **Do Not** approach within 2 metres (approximately 7 feet) of any traction wires or live equipment.
2. **Do Not** work on or near traction wires or any live equipment unless they are made dead, earthed and shut down notice permit to work obtained.
3. **Do Not** enter any switching station of remote control centre unless specially permitted.
4. **Do Not** permit unauthorised persons to operate any equipment even if it be for making it dead.
5. **Do Not** disturb any earthing of bonding of traction wires.
6. **Do Not** touch a person in contact with live traction wires. Remove body only after power supply is switched off.
7. **Do Not** forget to give artificial respiration to the victim.

Do(s)

1. In case of fire on electric traction equipments or wires-

- (i) Inform Traction power controller.
 - (ii) Extinguish fire by special extinguishers, if available.
 - (iii) Ensure no water jet directed at the fire is used under any circumstances.
2. Inform Traction power controller or nearest Station Master in case of anything unusual on traction wires or electric locomotive. Traction power controller can be contacted on emergency telephone system. Sockets for connecting emergency telephone wire provided at intervals of about a kilometre and the direction to the nearest socket is indicated on OHE masts.

FOR RUNNING STAFF

Don't for Electric Engine Crew

Do Not take electric locomotive with raised pantograph to any unwired line, power block wiring limit or near the section insulators at the end of section under power block.

FOR STATION MASTER

Do(s)

1. Ensure all staff are conversant with safety precautions. Read station working instruction and see that ASMs read them too particularly for operating isolator switches.
2. Ensure by Putting "Safety Cap" to the signal button which gives access to section under power block.
3. Ensure safe custody of isolator switch Keys.
4. Report defects in traction wires on any electric locomotive promptly to the Traction Power Controller.
5. Always check up block instruments and signalling equipment when any breakdown in traction wires occurs.

Don't(s)

1. **Do Not** permit your staff to approach live traction wires within the danger zone of 2 metres (approximately 7 feet).
2. **Do Not** permit electric locomotive with raised pantograph to enter any unwired section.
3. **Do Not** permit an electric locomotive or multiple unit to approach any section under power block beyond "Power Block Working Limit" board or near section insulators except on 'Lower Panto' caution.
4. **Do Not** take off signals for direct reception for any electric engine or train. If there is a power block within the adequate distance of the signals.
5. **Do Not** allow any train works by Diesel Engines to enter section under 'Power Block' unless permitted by Traction Power Controller and except issue of T/409.

LXXXIII

STANDARDISATION OF BRAKE VAN EQUIPMENT FOR COACHING TRAINS.

Consequent to the recommendations of the Commissioners of Railway Safety 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 Phone	2*	Jr. Eng. (Tele)
Portable Trains Lighting Equipment	1	Jr. Eng. (Elec. G)
Portable Fire Extinguisher	2	Jr. Eng. (C & W)
Wooden Wedges/Skids	2	Jr. Eng. (C & W)
Stretcher	1	SS/SM

- *1. For Inter Railway trains, 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.
- (b) The following procedures will be followed for loading/unloading of these Brake Van Equipment :–
 - (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 enroute, will sign for the intactness or otherwise, of Brake Van Equipments in the relieved 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 SS/SM who will also be responsible for its loading in return direction, taking acknowledgement from Guard.
 - (vii) In case of any consumption enroute or any defect noticed during journey, it will be advised in writing to relieving Guard by the relieved Guard. At the terminal station, same shall be advised in writing to SS/SM 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 enroute responsibility will be fixed up on supervisor who has supplied the equipment.

General working instruction to Goods Trains Services Explanatory Notes & Instructions

- 1. Explanatory Notes and Instructions. and Loop capacity, etc, in W.T.T. are to be adhered to wherever necessary with regard to working Goods Passenger trains.
- 2. The Guards and Station Staff should see that the work at stations is completed expeditiously. Station staff should use their discretion in crossings arrangement at theirs. Trains should not be kept at signals during crossing.
- 3. Prompt reception of trains is ensured at terminal and engine changing stations.
- 4. It has been found that putting back of trains has lead to their losing path resulting in considerable deterioration in speed. There is no object in putting back trains as this will entail only " other engine hours " and may also result in the crew claiming rest en route after idling at the starting station. Hence putting back trains should be kept to the nearest minimum. If trains have to be put back unavoidably, they may be cancelled and as far as possible run to the next path, which should not create any complications.

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5. Trains will clear stock and if no stock is available Light engines will run as ordered by control.
6. Through Goods trains will do shunting at stations as and when directed by control to do so.
7. All Goods trains should be run at the maximum permissible speed subject to permanent and temporary speed restrictions in force. Maximum permissible speed of Goods trains is 75 Kmph. on B.G. route 75 Kmph for BOX, BCX (Roller Bearing Wagons) and 65 Kmph. for other 4-wheeler wagons.
8. Change of Crew and Guard of Goods trains should be done expeditiously at engine changing stations.
9. It is urgently necessary to improve our efficiency. Our nation demands it and our administration wants it. You can do it. So play your part well.
10. A little forethought will avoid hours of delay and accidents.
11. Answer control calls promptly, listen before you talk and do not allow anybody to hang on the phone, for it causes loss of speech.
12. Be self contained with the knowledge of current corrections.
13. Station Masters—Ensure that all points, connections and signals are properly maintained. Do not delay to report a failure at once to the concerned staff. Maintenance staff are every ready only want a call.
14. Cut off all slackness and avoidable delays to trains. Do not be satisfied by blaming others for any cause, but see if you have done your bit correctly to avoid it. Be smart and alert on duty.
15. In case of late running of Pass. trains, the halts must be reduced to the minimum for make up time.
16. Net tonne kilometers per engine hour determines the operating efficiency. Ensure quick turn round of stock.
17. Ours is a high pressure job. We must work hard and swiftly to secure good results.
18. We should aim at cent percent punctuality for passenger and goods trains.

The public are both our employers and customers. They taunt us with "Late Trains " " Wagon shortages. " Our resources are limited.

The demand on us has increased much.

Augmenting our resources is receiving high level attention. Meanwhile are we doing our best ?

We are judged by results, not by excuses.

MATERIAL TRAINS :- Material trains are important departmental trains. They are required to ensure proper health of the track. The efficiency of MT working depends mostly on Guards and Loco Pilot's of these trains, who should, therefore, help by,

- (a) making the best use of the time provided for them to work,
- (b) clearing the section promptly after their work,
- (c) moving their trains as required so as not to interfere with the working of other trains especially while stabling and
- (d) ensuring, the programme of the next day's work is phoned to the control at the end of the day's work.

EFFICIENCY :- Net tonne kilometers per engine hour determines the operating efficiency. Ensure quick turn round of stock—other engine hour, and idle hours should be eliminated.

LOADING :- Make the best use of wagon room. Efficiency of wagon loading largely influence the proportion of contents load to dead load of trains. A higher wagon load means more goods, packed into fewer wagons and trains with less wagon and train kilometers run, less shunting at Marshalling yards and shunting yards, less empties less in working expenditure, better use of track with less train congestion which means around savings. A train if fully loaded wagons consists of fewer wagons exerting less resistance per tonne hauled at the draw bar of an engine than a train of under loaded wagons consisting of a larger number of wagons.

Instructions for Running BG 140 T. Gottwald Crane
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Running of 140 T B.G. Gottwald Hydraulic breakdown crane, as per RDSO's sketch No. 3WDH 140 CR fitted with two six-wheel bogies with a single state helical and disc. spring suspension arrangement and the Jib resting on match truck fitted with two 2 axle bogies having a similar single stage helical and disc spring suspension arrangement (maximum axle load with Jib resting on match truck : 20 t), in regular breakdown services, on the undernoted sections of Eastern Railway at a maximum permissible speed as indicated against each, subject to observance of all Permanent and temporary speed restrictions and all conditions stipulated in the Jt. Safety Certificate No. 25/2000 and RDSO's speed clearance certificate No. SL/CR/SPD/BG/Up Grade dated 27.10.1999.

Sl. No.	Section	Maximum Permissible speed (Kmph) of 140t B.G. Diesel/Hydraulic B.D. Crane (Gottwald)	
		When hauled in a Train as a trailing load with Jib resting on Match truck	During Operation at site When travelling on its own power with or without load as indicated in sketch No.3 WDH 140 CR and wheel load as per sketches LD/SK/620 & 621.
1.	Howrah - Barddhaman (Up & Dn.) via ML & HBC	80	5
2.	Dankuni - Chandanpur (3rd Line)	80	5
3.	Barddhaman - Sitarampur (Up 1& 2 and Dn 1 & 2.)	80	5
4.	Sitarampur-Jhajha (Up & Dn.)	80	5
5.	Sitarampur-Pradhan Khunta (Up & Dn.)	80	5
6.	Khana - Sainthia (SL.)	80	5
7.	Sainthia - Barharwa (Up & Dn.)	80	5
8.	Barharwa - Bhagalpur (SL)	80	5
9.	Bhagalpur - Ratanpur (Up & Dn.)	80	5
10.	Ratanpur - Jamalpur (SL)	80	5
11.	Jamalpur-Kajra (UP & DN)	80	5
12.	Kajra - Kiul (SL)	80	5
13.	Barharwa - Bonidanga (SL)	80	5
14.	Bonidanga - Chamagram	50	5

Additional Stipulations :-

(A) The maximum permissible speed of the crane on the bridges to BGML,RBG and MBG - 1987 Standard designs / drawing will be as indicated next page : -

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CONDITIONS APPLICABLE FOR THE PERMISSIBLE SPEED	MAXIMUM PERMISSIBLE SPEED	CONDITIONS APPLICABLE FOR THE PERMISSIBLE SPEED	MAXIMUM PERMISSIBLE SPEED
a)As trailing load hauled by a single diesel or electric loco with jib resting on the Match Truck.	60 Kmph on 90 R Rail 80 Kmph on 52Kg.Rail	BGML Standrad bridges RBG Standrad bridges MBG - 1987 Standrad bridges	5 Kmph Prohibited 5 Kmph
b) Driven by own power, free on rail and lifting the loads shown in sketch 3 WDH 140 CR & having wheel loads as in sketch No. LD/SK - 620		2) to-towards hind bogie BGML Standrad bridges RBG Standrad bridges MBG Standrad bridges	Prohibited Prohibited Prohibited
i) Jib parallel to track and 1)to-towards front bogie BGML Standrad bridges RBG Standrad bridges MBG -1987 Standrad bridges	Prohibited Prohibited Prohibited	ii) Jib Perpendicular to track BGML Standrad bridges RBG Standrad bridges MBG -1987 Standrad bridges	Prohibited Prohibited Prohibited
2)to-towards hind bogie BGML Standrad bridges RBG Standrad bridges MBG Standrad bridges	5 Kmph Prohibited 5 Kmph	d) The above speed are based on the following parameters of the crane. i) Wheel loads for different positions of crane	As per sketch No. LD/SK-620 & 621
ii) Jib Perpendicular to track BGML Standrad bridges RBG Standrad bridges MBG - 1987 Standrad bridges	Prohibited Prohibited Prohibited	ii) Max. Tractive effort	12.0 t
		iii) Max. braking force	13.4% of axle load
		iv) Max. height of C.G. above Rail Level	2.0 M
c) Driven by own power, free on rail without any load and wheel loads as in sketch No. LD/SK - 621.		B) When the Crane is moved in Train formation, it will be ensured that all the protruding parts are withdrawn and suitably looked,so that there is no infringement with permanent structures.	
ii) Jib parallel to track and 1)to-towards front bogie			

LIST OF STRUCTURES, INFRINGING B.G. SCHEDULE OF DIMENSIONS

Sl. No.	Divn.	Section	Between Station	Location in Km. from SDAH/ HWH	Name of structure which infringe
1.	SDAH	SDAH-NH	Bidhannagar Rd.Dum Dum Jn. (BNXR-DDJ)	4.03	Br. No. 15 (over cut) canal Br.)
2.	SDAH	RHA-GXD	Tarak Nagar-Majhdia	103.38	Br. No. 131 (Ichamati Bridge
3.	SDAH	RHA-LGL	(Ranaghat-Kalinarayanpur (RHA-KLNP)	77.05	Br. No. 2A (Churni Bridge)
4.	SDAH	RHA-LGL	Krishnanagar City Bahadurpur (KNJ-BPD)	103.14	Br. No. 17A (Jelling Bridge).
5.	SDAH	RHA-LGL	Sonadanga-Debagram (SVH-DEB)	135.66	Br. No. 36
6.	SDAH	DDJ-Chitpur Yard	Dum Dum Jn.-Chitpur Yd. (DDJ-Chitpur Yd.)	4.21	Br. No. 17 (Flyover Gr. Br.)
7.	SDAH	DDJ-Chitpur Yard	Dum Dum Jn.-Chitpur Yd. (DDJ-Chitpur Yd.)	4.60	Br. No. 20 Flyover Gr. Br.)

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Sl. No.	Divn.	Section.	Between Station.	Location in Km. From SDAH/ HWH	Name of structure which infringe.
8.	SDAH	KGK-Chord	Kankurgachi Rd.Jn.(Cabin) Ballygunge (KGK-BLN)	7.99	Br. No. X-26 (South Cnl through Gr. Br.)
9.	SDAH	SDAH-BGB	Mile 5B (Cabin)-NewAlipur (M5B-KLCH)	9.22	Br. No. B/9(Durgapur R.O.B.)
10.	SDAH	SDAH-BGB	New Alipur-Majerhat (NACC-MJT)	10.23	Br. No. B/10 (Durgapur R.O.B.)
11.	SDAH	SPR-CG	Champahati-Piali (CHT-PLF)	26.59	Br. No. C/9 (Piali Gr. Br.)
12.	SDAH	SDAH-DH	Dhamua-Magrahat (DMV-MGT)	38.91	Br. No. 41
13.	SDAH	SDAH-DH	Deula-Netra (D-NTA)	51.22	Br. No. 47 (Ostec Khal.)
14.	HWH	HWH-BDC	Bally-Uttarpara (BLY-UPA)	9.10	Br. No. 17 (New Bally Khal)
15.	HWH	HWH BWN/ML	Gangpur-Barddhaman (GRP-BWN)	104.44	Br. No. 209/New Bunka Nullah).
16.	HWH	SBG-Loop	Bolpur-Kopai (BHP-KPLE)	158.67	Br. No. 70 (Arch Over Bridge).
17.	HWH	SBG-Loop	Bataspur-Sainthia (BSLE-SNT)	190.68	Br. No. 122 (Girder ROB)
18.	MLDT	SBG-Loop	Sahibganj-Karamtola	356.02	Br. No. 61 (Girder ROB).
19.	MLDT	SBG-Loop	(SBG-KRMA) Sabour-Bhagalpur	425.04	Br. No. 153 (Arch Over bridge)

(i) In case of through girder Bridges/Tunnels on non-electrified section, any work which involves use of scaffolding, slings, planks, etc. above rail level (should not be done without the supervision of Bridge Inspector/ Bridge Mistry).

(ii) A caution order should be issued before undertaking such works.

(iii) Normally no scaffolding/temporary arrangements should be provided which leaves a clearance of less than 15'-6" above the rail-level in cases of BG and 12'-3" in case of NG to ensure that there is adequate clearance above the current moving dimensions for unrestricted speed, unless speed restrictions has been imposed for carrying out the work, with the approval of Divisional Engineer taking into consideration the maximum moving dimensions of rolling stock permitted on the section and that the same are in no case to be infringed.

(iv) As far as possible all the temporary arrangements provided should be taken away at the end of day's work. Drivers while passing through the above area where structures infringing BG schedule Dimension, should take care and give warning to the roof travellers and proceed at dead slow speed in case the train has not been cleared of all roof travellers.

LXXXVIII

JOINT PROCEDURE ORDER FOR MOVEMENT OF TOWER WAGONS FOR ATTENDING THE BREAKDOWNS.

1. Movement of the tower wagon is to be made on top most priority to attend OHE breakdowns and accidents. It is the responsibility of Traction Power Controller to offer tower wagons promptly and of the section Controller to arrange its expeditious movement to reach OHE breakdowns site.
2. After fault localisation, the Traction Power Controller should immediately instruct the nearest OHE depot to blow siren. It should also be ensured that the tower wagon is offered for proceeding to site within 30 minutes during daytime and 45 minutes during night-time after blowing of siren.
3. The adjacent depot should also be alerted by TPC to keep their tower wagons in readiness for proceeding to the breakdown site. When circumstances warrant, the assistance of OHE gangs of another contiguous division may be sought for by contacting AEE(TRD)/Sr. DEE(TRD) of the division concerned. The officers who receive such request from neighbouring divisions should treat the matter as of utmost importance and offer their tower wagons with OHE gang immediately.
4. If as a result of OHE breakdown or due to accident, both the lines are blocked in a double line section, tower wagons of both the adjacent depots should be ordered by Traction Power Controller without fail. In cases where only one line is blocked and subsequent report indicates extensive damage, the tower wagon of the adjacent depot should also be deployed immediately.
5. Traction Power Controller should insist upon the Section Controller to give line clear for tower wagon for quick movement. In this connection, Para-20526 (1) of ACTM Vol. II Pt.-I states that

"The Section Controller shall give top priority for the movement of the maintenance staff (by train, OHE inspection car or motor trolley) to reach the faulty section. It is the duty of all concerned to reach the breakdown site either by rail or by road in the quickest possible time. They should carry with them a portable emergency telephone and keep in touch with TPC."

The Division Railway Managers should ensure that the above instructions are strictly adhered to by the Traction Power Controllers and Section Controllers, to enable quick restoration of services affected by OHE breakdown.

LOCATION OF ELECTRONIC IN MOTION WEIGH BRIDGE

- i) HWH Goods
- ii) DKA E
- iii) RJG
- iv) PKR

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LOCATION AND BEATS OF ART, SPART, MEDICAL VAN & 140T B.D. CRANE OF E. RLY. AS ON .01.07.24												
DIVISION	GAUGE	STATION OF ART	CLASS OF RELIEF TRAIN	TYPE OF HRE	PROVISION/ CAPACITY OF B.D. CRANE	PROVISION OF MEDICAL VAN	ART		140T BD CRANE		ARMV/SPARMV	
							SECTIONAL JURISDICATION	MAX BEAT (IN KM)	SECTIONAL JURISDICATION	MAX BEAT (IN KM)	SECTIONAL JURISDICATION	MAX BEAT (IN KM)
SDAH	BG	BGA	A	BEMCO	140T (DSL Hyd.)	YES Scale-I	SDAH-KYI (Exclu.), KGK (Chcord) - SDAH (S.Section), DDJ-BLYH, DDJ-BNJ, DDJ-HNB, SDAH-CG-DH-BGB-NAMKHANA,SDAH-NH-BDC(Exclu.), Entire Kolkata Goods & Coaching complex including CP/Yd, Circular Rly.	SDAH-NAMKHANA= 108	Entire SDAH Divn. DDJ to C.C Link West cabin (exclu),	SDAH-LGL = 226.89	3-Coach SPARMV SDAH-KYI (Exclu). KGK (Chord)-NH-BDC (Exclu), DDJ-BLYH, DDJ-BNJ, SDAH-HNB-BT-DH-BGB-CG-NAMKHANA,	SDAH-NAMKHANA = 108
	BG	RHA	B	BEMCO	NA	YES Scale-I	RHA-KYI-KLYM, RHA-STB-BNJ-LGL, RHA-GEDE.	RHA-LGL =153.71	NA	NA	RHA-KYI-KLYM, RHA-STB-BNJ-LGL, RHA-GEDE	RHA-LGL = 153.71
HWH	BG	HWH	A	BEMCO	140T (DSL HYD)	YES Scale-I	HWH-SHE, HWH-BMAE, HWH-SHE-TAK-BISHNUPUR(Exclu), SE.RLY. Diversion. CCR Link. DKAE-CC LINK (West Cabin), HWH-BTNG,	HWH-BISHNUPUR= 117.40	HWH-KAN via HBC & M/L,,HWH-BDC-KWAE, HWH-SHE-TAK-BISHNUPUR(exclu), DKAE-CC LINK (West Cabin), HWH-BTNG, HWH-BWN-KWAE.	HWH-KAWAE = 144	HWH-DKAE-BMAE, HWH-BDC-MUG, HWH-BDC-NDAE, HWH-BDC-NH Branch, HWH-SHE-TAK-Bishnupur (Excl), HWH-DKAE-CC Link (West Cabin) - BTNG	HWH - SHE - Bishnupur = 117.40
	BG	BDC	B	MFD	NA	NIL	SHE-BDC-MUG, MUG-TABE Link, BDC-NH Branch, BDC-KWAE.	BDC-KWAE =105	NA	N/A	N/A	N/A
	BG	BWN	SP	BEMCO	NA	NIL	BWN-BMAE, BWN-MUG, BWN-KAN. BWN-BGNA-KWAE.	BWN-MUG = 60.45	NA	N/A	BWN-BMAE, BWN-MUG (Exel), BWN-KAN-AMP (Excl), BWN-BGNA-KWAE-BZLE, BWN-BGNA-KWAE-NDAE (Excl)	BWN-KWAE-NDAE = 91.39
	BG	RPH	A	BEMCO	140T (DSL Hyd.)	YES Scale-I	.RPH-KAN, RPH-SNT-AMP-KWAE(Exclu), RPH-NHT-GMAN, RPH-NHT-AJLE-AZ -KWAE (Exclu) RPH - Dumka (Excl)	RPH-KWAE = 132	.RPH-KAN,RPH-SNT-AMP-KWAE(Exclu), RPH-NHT-GMAN, RPH-NHT-AJLE-AZ KWAE(Exclu), RPH - Dumka (Excl)	RPH-KWAE = 132	RPH-SNT-AMP-KWAE (Excl), RPH-NHT-GMAN, RPH-NHT-AJLE-AZ-BZLE (Excl), RPH-DUMK (Excl)	RPH-A2-BZLE=101.30

XC

DIVISION	GAUGE	STATION OF ART	CLASS OF RELIEF TRAIN	TYPE OF HRE	PROVISION/ CAPACITY OF B.D. CRANE	PROVISION OF MEDICAL VAN	ART		140T BD CRANE		ARMV/SPARMV	
							SECTIONAL JURISDICTION	MAX BEAT (IN KM)	SECTIONAL JURISDICTION	MAX BEAT (IN KM)	SECTIONAL JURISDICTION	MAX BEAT (IN KM)
ASN	BG	UDL	B	MFD	NA	NIL	KAN(Exclu)-RNG(Inclu.) UDL-SNT(Exclu.),UDL-TOP- IKRA-BBI-STN(Exclu.),Tapasi- Barabani Chord., Bhimgara-Palasthali Branch all sidings & Branch lines between UDL-RNG, UDL-PAW.	UDL-KAN = 67	NA	NA	NA	NA
	BG	ASN	A	MFD & BEMCO	140T (Diesel Hyd.)	YES Scale-I	RNG(Exclu.) - JAJ (Exclu.), ASN - PKA (Exclu.) and all sidings & branches between RNG-BCQ, MDP-GRD-JSME-BDME-DUMKA-BANKA(Exclu.)	ASN-DUMKA = 182	ASN-KAN(Exclu.),ASN-JAJ(Exclu.), ASN-DHN(Exclu.),ASN-MDP-GRD, ASN-JSME-BDME-DUMKA-BANKA(Exclu.), ASN-UDL-SNT(Exclu.),UDL-PAW-PSME,UDL-TOP-BBI-STN,TOP-BBI Chord.all sidings & Branch lines between of ASN Divn. All Siding and Branch lines between UDL-RNG.	ASN-DUMKA = 182	3-Coach SPARMV Complete Asansol Division.	ASN-DUMKA = 182
	BG	MLDT	B	MFD	NA	YES Scale-I	MLDT-NFK-AJLE(Exclu) and NTPC Yard,	MLDT-AJLE = 111	NA	NA	MLDT-NFK-AJLE(Exclu)	MLDT-AJLE = 111
	BG	SBG	A	LUKAS	140T (Diesel Hyd.)	YES Scale-I	SBG-BHW-NFK, BHW-GMAN,SBG-BGP(Exclu), RJL-TPH branch.	SBG-BGP = 74.25	SBG-KEU(Exclu.),SBG-GMAN(Exclu.) ,SBG-BHW-AJLE(Exclu.),SBG-MLDT,SBG-BGP-MDLE-HSDA-DUMKA(Exclu), BGP-BANKA,SBG-JMP-MGR,SBG-RJL.	SBG-DUMKA = 190.12	SBG-BGP(Exclu),SBG-BHW-NFK,RJL-TPH, SBG-BHW-GMAN(Exclu).	SBG-BGP = 74.25
	BG	JMP	B	LUKAS	NA	YES Scale-I	JMP-KEU(exclu), JMP-MGR, JMP-BGP-MDLE-HANSDIHA- Godda-DUMKA(Exclu.), JMP-BGP-Barahat-Banka,Qry. Siding, JMP Workshop, JMP Dsl/Shed & Traffic Yard.	JMP-DUMKA =168.68	NA	NA	JMP-KEU(exclu), JMP-MGR, JMP-BGP-MDLE-HANSDIHA-Godda-DUMKA(Exclu.), JMP-BGP-Barahat-Banka,	JMP-DUMKA(Exclu.) =168.68
MLDT		BG	SBG	A	LUKAS	YES Scale-I	SBG-BHW-NFK, BHW-GMAN,SBG-BGP(Exclu), RJL-TPH branch.	SBG-BGP = 74.25	SBG-KEU(Exclu.),SBG-GMAN(Exclu.) ,SBG-BHW-AJLE(Exclu.),SBG-MLDT,SBG-BGP-MDLE-HSDA-DUMKA(Exclu), BGP-BANKA,SBG-JMP-MGR,SBG-RJL.	SBG-DUMKA = 190.12	SBG-BGP(Exclu),SBG-BHW-NFK,RJL-TPH, SBG-BHW-GMAN(Exclu).	SBG-BGP = 74.25

XCI
Location and Beat of Tower Wagons.

Division	Depot of Tower wagons	Type and number of tower wagons	Sectional Jurisdiction	Max. Beat up to	Division	Depot of Tower wagons	Type and number of tower wagons	Sectional Jurisdiction	Max. Beat up to
SDAH	NKG	8-Wheeler (1-No.)	i) SDAH-DDJ-BBT ii) DDJ-B.B.D. Bag iii) DDC-NSC Air Port iv) DDJ-BLN v) DDJ-Gurudas Halt vi) DDJ-Bally Halt	i) DDC-BNJ ii) DDJ-BP iii) DDC-HNB iv) DDJ-PPGT	SDAH	LKPR	4-Wheeler (1-No.)	i) DPDP-LKPR ii) LKPR-Namkhana	i) DPDP-SPR ii) BRP-DH
	BP	4-Wheeler (1-No.)	i) DDJ-KNR	i) KNR-RHA ii) DDJ-SDAH(N)	HWH	LLH	4-Wheeler (1-No.)	i) HWH-KOG ii) HWH-BLY	i) KOG-BDC ii) BLY-DKAE
						SHE	4-Wheeler (1-No.)	i) KOG-BHR ii) SHE-TAK iii) TAK-Talpur	i) KOG-HWH ii) KOG-BDC
	HLR	8-Wheeler (1-No.)	i) KNR-RHA ii) KYI-KLYM iii) NH-GFAE	i) KNR-DDJ ii) RHA-KNJ iii) HLR-STB iv) RHA-GEDE v) HLR-BNJ		BDC	8-Wheeler (1-No.)	i) BHR-RSLR ii) BDC-Garifa-NH iii) MUG-TBAE iv) BDC-TBAE	i) RSLR-SKG-BWN ii) BDC-KOG iii) TBAE-NDAE
	RHA	4-Wheeler (1-No.)	i) RHA-GEDE ii) RHA-STB iii) RHA-KNJ iv) RHA-GN	i) RHA-BP ii) RHA-LGL iii) RHA-GEDE iv) GN-BNJ		NDAE	4-Wheeler (1-No.)	i) TBAE-KWAE	i) BDC-KWAE
	DEB	4-Wheeler (1-No.)	KNJ-BEB	RHA-LGL		DKAE	4-Wheeler (1-No.)	i) BLY-BRPA ii) DKAE-Bally Halt iii) DKAE-BTNG	i) BLY-HWH ii) BRPA-BMAE iii) Bally Halt-DDJ iv) BTNG-BLTR
	CSZ	4-Wheeler (1-No.)	BEB-LGL	KNJ-LGL		BMAE	4-Wheeler (1-No.)	i) BRPA-PRAE	i) BRPA-DKAE ii) PRAE-BWN
	BT	8-Wheeler (1-No.)	i) DDC-BT ii) BT-BNJ iii) BT-HNB iv) BNJ-STBB	i) BT-DDJ		BWN	8-Wheeler (1-No.)	i) PRAE-KAN ii) SKG-RSLR	i) RSLR-BDC ii) PRAE-BMAE iii) KAN-PAN
	BSHT	4-Wheeler (1-No.)	i) SXC-HNB	i) BT-HNB	ASN	PAN	4-Wheeler (1-No.)	i) KAN-OYR	i) KAN-BWN ii) OYR-UDL
	SDAH (S) Baliaghata	4-Wheeler (1-No.)	i) SDAH(S)-DHK ii) BLN-BGB iii) BLN-KGK (Cord) iv) MJT-BBD Bag	i) SDAH(S)-BRP ii) SPR-CG		UDL	8-Wheeler (1-No.)	i) OYR-KPK ii) UDL-UDL/JN	i) OYR-PAN ii) KPK-BRR iii) UDL-PAW
	SPR	4-Wheeler (1-No.)	i) SPR-BRP ii) SPR-BLN iii) SPR-CG	i) BLN-BGB ii) SPR-DH iii) SPR-LKPR		ASN	8-Wheeler (1-No.)	i) KPK-STN ii) STN-SLS	i) KPK-UDL ii) STN-PKA iii) SLS-JMT
	BRP	4-Wheeler (1-No.)	i) SPR-DH ii) BRP-DPDP	i) BRP-Namkhana ii) BRP-CG iii) BRP-BLN		BRR	4-Wheeler (1-No.)	i) STN-PKA	i) STN-UDL ii) STN-SLS
						JMT	4-Wheeler (1-No.)	i) SLS-VDS	i) VDS-KBQ ii) SLS-STN
						MDP	8-Wheeler (1-No.)	i) VDS-JSME	i) VDS-JMT ii) JSME-JAJ
						JSME	4-Wheeler (1-No.)	i) JSME-JAJ ii) JSME-BDME	i) JSME-MDP
						PAW	8-Wheeler (1-No.)	i) UDL/JC-DUJ	i) UDL/JN-UDL ii) UDL/JN-BBI iii) DUJ-SURI
						SURI	4-Wheeler (1-No.)	i) DUJ-SNT (Excl)	i) DUJ-PAW
						BBI	4-Wheeler (1-No.)	i) UDL/JN-STN(excl)	i) UDL/JN-UDL ii) UDL/JN-PAW

XCII

RULLING GRADIENT

ALL SECTIONS OF EASTERN RAILWAY

Sl. No.	Section	Line(s)	Rulling Gradient
1	Andal-Central Cabin Flyover	All Lines	1/60
2	Andal-Tapasi	East, West	1/89
3	Asansol-Adra (E. Rly. Portion)	SL	1/200
4	Azimganj-Dhulianganga-New Farakka	Up, Dn	1/200
5	Azimganj-Nalhati	Up, Dn	1/80
6	Baktarnagar-Durgapur Steel	Up	1/80
	Exchange Yard-Durgapur Steel Plant	Dn	1/100
7	Ballalpure-Tildanga	Up, Dn	1/200
8	Ballygunge-Mile 5B	Up, Dn	1/300
9	Ballygunge-Sonarpur	Up, Dn	1/300
10	Bandel-Nabadwip-Katwa	Up, Dn	1/250
	Bandel-Saktigarh	Up M/L, RL	1/200
11	Bandel-Saktigarh	Dn M/L	1/241
12	Banka - Barahat	SL	1/200
13	Barabani-Sitarampur	SL	1/80
14	Barachak Yard Hirapur Yard	All Lines	1/80
15	Barasat-Champapukur	Up, Dn	1/200
16	Champapukur-Hasnabad	SL	1/200
17	Bardhaman-Khana	Up-1, Dn-1, Up-2, Dn-2	1/1000
18	Barharwa-Bonidanga	Up, Dn	1/200
19	Barharwa-Sahibgani	Up, Dn	1/200
20	Baruipur-Diamond Harbour	Up, Dn	1/500
21	Baruipur-Lakshmikantapur	Up, Dn	1/200
22	Chandanpur-Saktigarh	Up, Dn, Rev.	1/400
23	Belur-Srirampur	Up M/L, Rev., Dn M/L	1/241
24	Bhagalpur-Mandarhill	SL	1/200
	Mandarhill-Hansdia	SL	1/200
25	Hansdia-Godda	SL	1/150
	Hansdia-Dumka	SL	1/200
26	Bhagalpur-Ratanpur	Up, Dn	1/150
27	Bhimgara-Sainthia	Up, Dn	1/200
28	Bongaon-Petrapole	SL	1/561
29	Bonidanga L/C-Bonidanga	Up & Dn	1/227
30	Bonidanga-New Farakka-Malda Town	Up, Dn	1/200
31	CCLink between HBC&CCRly.	Up, Dn	1/300
32	Dankuni-Bhattanagar	Up, Dn	1/200
33	Dankuni-Chandanpur-Saktigarh	3 rd line (Rev)	1/400
34	Dankuni DN Flyover Line	SL	1/200
35	Diara-Tarakeswar	Up, Dn	1/200
36	Deoghar-Hansdiha (Via MHUR)	SL	1/150
37	Dum Dum Jn.-Chitpur (Goods)	Up, Dn	1/200
38	Dum Dum-Dankuni	Up, Dn/CCR	1/300
39	Dum Dum Jn.-Habra	Up, Dn	1/250
40	Dum Dum Jn-Princepghat (Circular Railway)	SL	1/99
	Princepghat-Majherhat (Circular Railway)	SL	1/80
41	Durgapur-Asansol-Sitarampur	Up-1, Dn-1, Up-2, Dn-2	1/200
42	Durgapur Steel Project Line (DCOP)	All Lines	1/400
43	Durgapur Thermal Plant Station Yard	All Lines	1/600
44	Ghorparan-Jhajha	Up, Dn (ML)	1/100
45	Habra-Bongaon	Up, Dn	1/250
46	Howrah-Sorting Yard-Liluah	Up, Dn/HBC	1/400
	Howrah-sorting Yard-Liluah	Up M/L, Rev, Dn M/L	1/241
47	Jamalpur-Kajra	Up, Dn	1/455

XCIII

Sl. No.	Section	Line(s)	Rulling Gradient
50	Bally-Belanagar	Up,Dn-1, Dn-II	1/400
51	Belanagar-Dankuni	Up,Rev., Dn	1/400
52	Dankuni-Chandanpur	Up-1,Up-II, Dn-1,Dn-II	1/400
53	Jamalpur-Monghyr	SL	1/200
54	Jasidih-Baidyanath Dham	SL	1/62.5
55	Kajra-Kiul	Up,Dn	1/455
56	Kakdwip-Namkhana	SL	1/300
57	Kalinarayanpur-Krishnanagar	Up,Dn	1/300
58	Kalinarayanpur-Shantipur	Up,Dn	1/400
59	Kalyani-Kalyani Simanta	SL	1/520
60	Kankurgachi Chord	Up,Dn	1/300
61	Katwa-Azinganj	Up,Dn	1/250
62	Khana-Bolpur-Sainthia	Up	1/227
		Dn	1/333
63	Khana-Durgapur	Up-1,Dn-1,Up-2,Dn-2	1/500
64	Khana Link-Jhapter Dhal	SL	1/227
65	KPK -MOH (E.Rly.portion only)	Up,Dn	1/80
66	Krishananagar-Rejinagar	Up,Dn	1/300
67	Kulti Link (Avoiding Sitarampur)	SL	1/500
68	Lakshmikantapur-Kakdwip	SL	1/200
69	Liluah-Belur	Up,Dn/HBC	1/400
	Liluah-Belur	Up M/L, Rev., Dn M/L	1/241
70	Madhupur-Ghorparan	Up,Dn/ML	1/160
71	Madhupur-Giridih	SL	1/80
72	Mile 5B-New Alipur (Kolkata)	Up,Dn	1/300
73	Murshidabad-Lalgola	Up,Dn	1/300
74	Naihati-Bandel	Up,Dn	1/300
75	Naihati-Kalyani	Up,Dn, Rev.	1/520
76	Shantipur-Aranghata	SL	1/500
77	Kalyani-Ranaghat	Up.Dn	1/520
78	New Alipur-Komgata maru-Budge Budge	Up, Dn	1/300
79	Rampurhat-Barharwa	Up,Dn	1/227
80	Ranaghat-Bongaon	SL	1/1000
81	Ranaghat-Gede	Up & Dn	1/400
82	Ranaghat-Kalinarayanpur	Up.Dn	1/300
83	Rejinagar-Murshidabad	Up,Dn	1/300
84	Ratanpur-Jamalpur	Up,Dn	1/150
85	Sahibgani-Bhagalpur	Up,Dn	1/150
86	Sainthia-Rampurhat	Up	1/227
	Sainthia-Rampurhat	Dn	1/200
87	Saktigarh-Barddhaman	Up HBC,Dn HBC Up M/L, Dn M/L	1/1000
88	Sheoraphuli-Bandel	Up M/L, Dn M/L, Rev.	1/241
89	Sheoraphuli-Diara	Up,Dn	1/200
90	Sealdah-Naihati Jn.	Up.Dn Sub.	1/300
91	Sealdah-Naihati	Up.Dn M/L	1/300
92	Sealdah(S)-Ballygunj	Up,Dn	1/300
93	Sitarampur-Barakar	2nd DN	1/400
94	Sitarampur-Madhupur	Up,Dn/ML	1/160
95	Sitarampur-Pradhankhunta	Up	1/200
	Sitarampur-Pradhankhunta	Dn	1/141
96	Sitarampur Yard	All Lines	1/200
97	Sonarpur-Baruipur	UP,Dn	1/500
98	Sonarpur-Canning	Up,Dn	1/400
99	Srirampur-Sheoraphuli	Up M/L, Rev. Dn M/L, Up M/L-2	1/241
100	Tapasi-Ikra-Barabani	SL	1/89
101	Tapasi-Sreepur-Barabani	SL	1/100
102	Tikiapara-Liluah (Avoiding line)	Up,Dn	1/241
103	Tinpahar-Rajmahal	SL	1/200

XCIV

Station Master / Asstt. Station Master / Cabin Master

Must follow SR 5.19(VI)

Setting of points against blocked line - When a running line is blocked by stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc., the points in rear on double line sections and at either end on single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done on that line.

If all the lines at a station happen to be blocked, when line clear has been granted to a train, the points should be set for the line occupied by a stabled load or a goods train in that order so that, in case of mishap, the chances of casualties are minimised, in case all the lines at a station are occupied by Passenger trains, point should be set for a loop line, to negotiate when the speed of the incoming train would be reduced which, in turn, would minimise the consequences / casualties. While doing so, points may be set for a loop occupied by a train if any, whose engine is facing the direction of approach of the incoming train rather than for the loop occupied by a train where a Passenger coach, will in the case of a collision, receive the impact.

These precautions shall be taken in addition to the observance of other precautions like use of Safety collars/Safety cap/etc.

ENSURE SAFETY AT LEVEL CROSSINGS

SMs/SSE/JE's(Pway) should inspect the level crossings in their stations/sections for safe working of Gates and counsel the Gatemen for safe running of trains.

*SSE/JE (Signal) and SSE/JE (P.way) or TI(M)

to check condition of gate's equipments and interlocking arrangements by physical verification.

a) Working of gate levers-whether catches and stops working properly.

*SMs/Cabin Masters must exchange private numbers for Laid down in SR 16.03 III the non-interlocked gates as per prescribed procedure.

*Gateman shall observe all passing trains and be prepared to take such actions as may be necessary to ensure safety of trains.

SAFETY SLOGANS ON FIRE IN TRAIN

Don't carry stoves, sigris, gas cylinders, kerosene, petrol etc. in passenger carrying trains.

Don't make fire/use fire near paper, wood, petrol, or such inflammable articles.

Don't throw lighted match sticks, cigarette ends, burning coal etc. carelessly.

Don't lost-shunt inflammable loads and don't use naked light during sealing of inflammable wagons.

Don't smoke or light a flame where it is prohibited.

Don't allow running of hot-axle wagon.

XCV

EXCHANGE OF “ALL RIGHT SIGNAL” BETWEEN STATION STAFF AND LOCO PILOT/GUARD OF RUN THROUGH TRAIN

The following stations/sections are exempted from exchanging “All Right Signal” with train staff of through passing train. However, the train should be observed from both sides as per SR 4.42(iii) (a) and should the train staff find anything wrong with the train, they must display danger signal to loco Pilot and Guard of the train.

HOWRAH DIVISION :

Sl.	Name of Station/Cabin exempted
1	Sorting Yard RRI Cabin (SYAE)
2	Dankuni RRI
3	Bandel RRI
4	Bardhaman RRI
5	Rampurhat East & West Panel Cabins
6	Pakur East & West Panel Cabins
7	Liluah RRI for DN Main Line

SEALDAH DIVISION :

Sl.	Name of Station/Cabin exempted
1	Dum Dum Jn. (DDJ)
2	Ranaghat Jn. (RHA)
3	Ballygunge Jn. (BLN)
4	Naihati (NH)

ASANSOL DIVISION :

Sl.	Name of Station/Cabin exempted
1	Panagarh, Durgapur, Andal
2	Raniganj, Asansol, Barachak, Sitarampur
3	Barakar
4	Madhupur, Jasidh
5	Ukhra, Pandabeswar

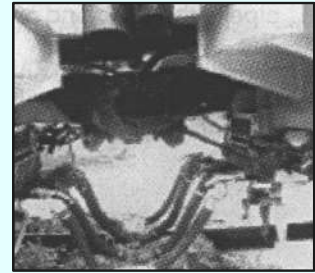
XCVI

Other instructions regarding LHB stock

Trouble shooting of coaches having LHB shell

1. Provision of spare BP and FP air hoses at each ends of Hybrid and LHB coaches :

These coaches are provided with two BP and two FP air hoses at both ends of the coach. All the air hoses are coupled to the air hoses of adjacent coaches and all the cut off angle cocks are kept in open condition.



- a. In case of BP or FP air hose failure between two coaches, close the cut off angle cock of the affected air hose and also close the cut off angle cock opposite to the affected air hose coupled to it.
 - b. Conduct air pressure continuity test and proceed.
- 2. Working of Duronto express in case of en-route BP/FP metallic pipen failure (1) FPfailure.**
- a. Bring the flexible coupling pipe of one coach length having FP palm end, kept in Guard's compartment / Pantry car or at any other location as mentioned on theBPC.
 - b. Lay the flexible coupling pipe from one end of the coach to the other end from outside /inside of the affected coach. Secure / clamp the coupling pipe to prevent it form falling off/hanging.
 - c. Close the FP cut off angle cocks of the coach in the front and of the affected coach. Uncouple any one of FP air hoses. Couple the palm end of the flexible pipe to the palm end of the uncoupled FP air hose of the coach at the front of the affected coach.
 - d. Close the FP cut off angle cocks of the coach in the rear and of the affected coach. Uncouple any one of FP air hoses. Couple the palm end of the flexible pipe to the palm end of the uncoupled FP air hose of the coach at the rear of the affected coach.
 - e. First open the FP cut of angle cock of the coach at the rear and then open the FP cut off angle cock of the coach at the front of he affected coach.
 - f. Isolate the brake system of the affected coach. Ensure that brakes are released
 - g. Conduct air pressure continuity test
 - h. Work the train at restricted speed of 60 km/hr in case Hybrid coach (i.e. coach having LHB shell and ICF bogie) and at prescribed speed in case of LHB coach with FIAT bogie.

2) BP failure

- a. Bring the flexible coupling pipe having BP palm ends of one coach length, kept in Guard's compartment / Pantry car or at any other location as mentioned on the BPC.
- b. Lay the flexible coupling pipe from one end of the coach to the other end from outside / inside of the affected coach. Secure / clamp the coupling pipe to prevent it from falling off/ hanging.

XCVII

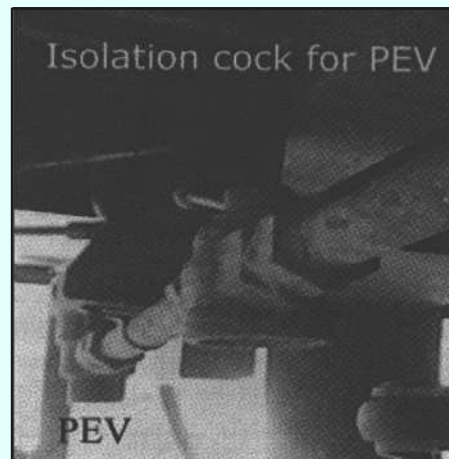
- c. Close the BP cut off angle cocks of the coach in the front and of the affected coach. Uncouple any one of BP air hoses. Couple the palm en of the flexible pipe to the palm end of the uncoupled BP air hose of the coach at the front of the affected coach.
- d. Close the BP cut off angle cocks of the coach in the rear and of the affected coach. Uncouple anyone of BP air hoses. Couple the palm end of the flexible pipe to the palm end of the uncoupled BP air hose of the coach at the rear of the affected coach.
- e. First open the BP cut off angle cock of the coach at the rear and then open the FP cut off angle cock of the coach at the front of the affected coach.
- f. Manually release and isolate the brake system of the affected coach.
- g. Conduct air pressure continuity test and work the train at prescribed speed.

Resetting of Alarm chain pull device

1. Alarm chain pull (ACP) device is provided in each coupe of the coach (figure-1)
2. In case of chain is pulled from any coach, hissing sound may be heard from Passenger emergency valve (PEV) fitted on the underneath of the coach.
3. To put right alarm chain pulling device of the coach, identify the location inside the coach from where alarm chain is pulled. The device may be seen dislocated from its position (as shown in figure 2),
4. Insert the resetting key in slot and turn it in clockwise direction and check that ACP device is shifted upwards in its proper position and air pressure leakage through the PEV is stopped.
5. In case of defect in ACP device or for any other reason if it is not possible to reset the device from inside the coach, the same can be isolated by isolation cock fitted near the PEV.
6. Work out the train ensuring that requisite pressure is maintained in BP/FP in loco and SLR and brakes are released.



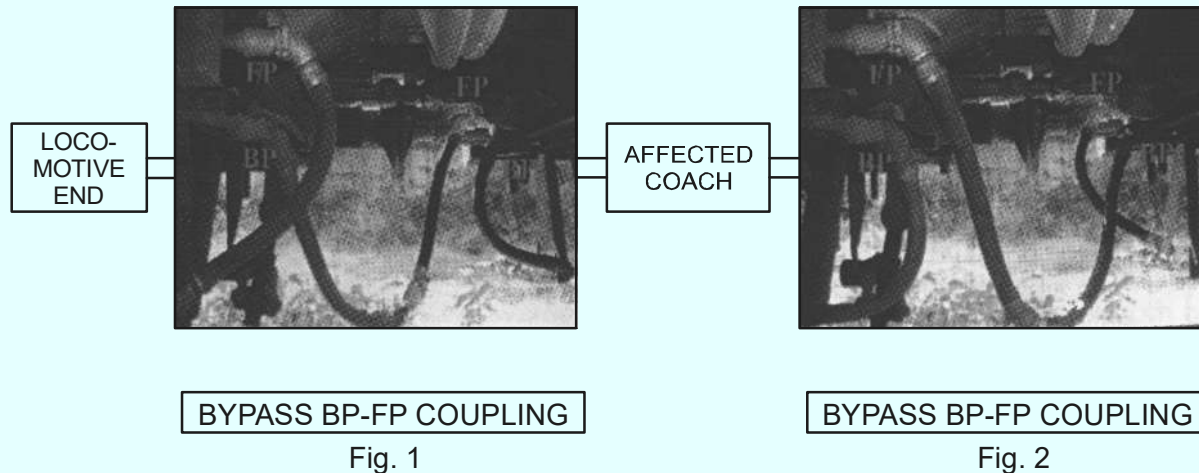
(Fig-1)



(Fig-2)

XCVIII

Procedure for By passing BP pressure of a coach in case of Brake pipe failure at enroute stations (for Drivers & Guards)

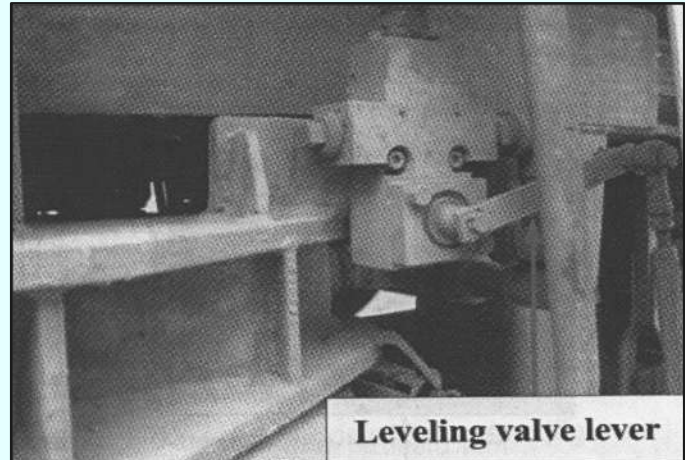


- Collect two nos. of BP-FP BYPASS Coupling from Pantry Car/AC II or Guard cab as indicated on BPC.
- Close the FP and BP cut off angle cocks of loco end adjacent coach and the affected coach respectively. Wait pressure of both air hoses releases. Uncouple BP and Fp air hoses. Couple BP-FP BYPASS coupling between BP air hose of loco end adjacent coach and FP air hose of the affected coach, Place the spare hanging air hoses on hooks as in Fig. 1
- Similarly close cut off angle cocks of FP and BP of rear end adjacent coach and the affected coach. Uncouple BP and FP air hoses. Couple BP-FP BYPASS coupling between BP air hose of rear end adjacent coach and FP air hose of the affected coach. Place the spare hanging air hoses on hooks as in Fig.2
- Open cut off angle cocks of BP of rear end adjacent coach., both.FP cut off angle cocks of affected coach and BP cut off angle cock loco end adjacent coach respectively.
- Manually release and isolate the affected coach.
- Conduct air pressure continuity test and work the train.

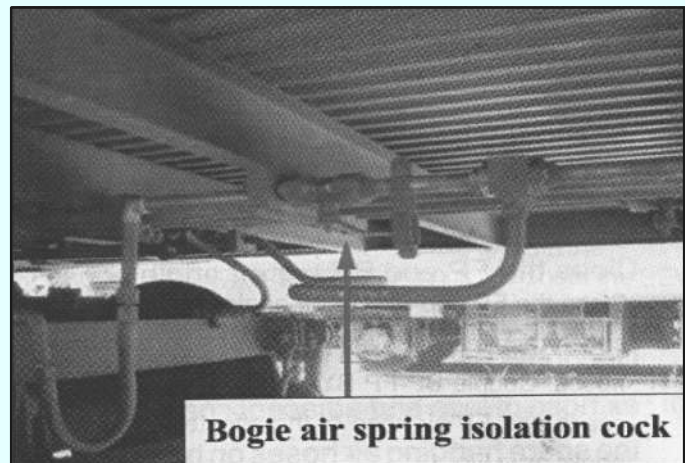
XCIX

Trouble shooting of Air Springs provided in Secondary Suspension of Bogies

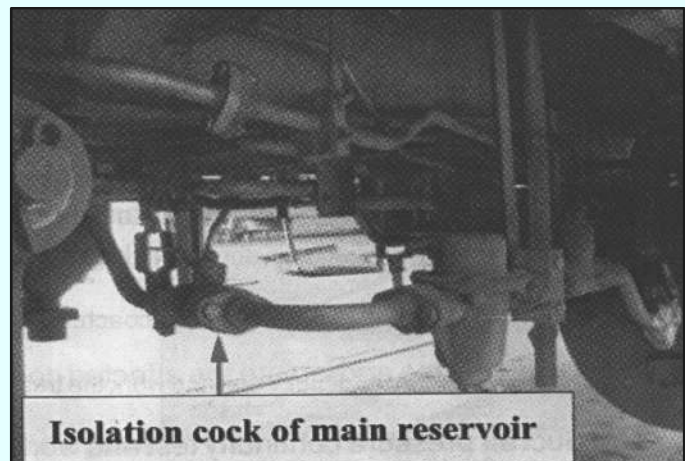
In case of punctured / deflated air bellows, leveling valve lever will be in an inclined position as shown in the figure.



Close the isolation cock of the air supply pipe to the air spring (painted in red colour) of the affected bogie. Work the train at restricted speed of 60 km/hr upto the next train examination point.



In case of main reservoir of air spring damaged and leaking, close the isolation cock of the main reservoir. Work the train at restricted speed of 60 km/hr up to the next train examination point. However, in case of leakage from drain cock due to opening of cock, close the drain cock and work the train at prescribed speed after ensuring that there is no leakage in the system.

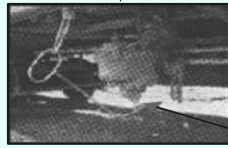


C

Procedure to release and isolate brake binding at enroute station (for Drivers & Guards)

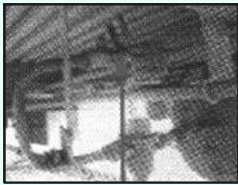
1. Bogie mounted brake cylinder Coaches.

Pull quick release Lever of DV

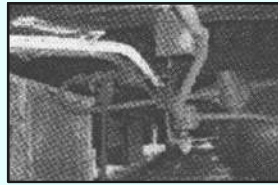


Quick release Lever

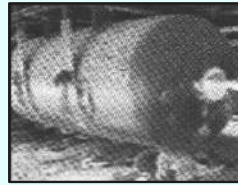
Isolate FP and BP branch pipe and drain AR. Isolate DV by lifting isolating handle and again pull the release lever of DV. Check that brakes are released by shaking the brake blocks. If brakes are released, close the isolation cocks of both brake cylinders and work the train.



FP isolation cock



BP isolation cock



AR Drain cock

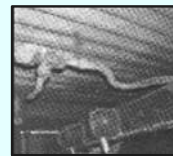
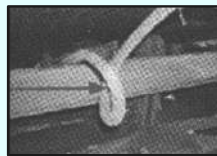


DV isolating Handle
in isolated condition

If not released

In case of crimped / bent flexible pipe, straighten the flexible pipe to allow BC pressure to release. If brakes are released, close the isolation cocks of both brake cylinders and work the train.

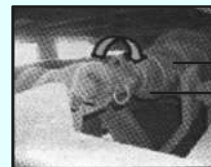
Crimped flexible
pipe



BC isolation Cock
in closed condition

If not released

If brake blocks are gripping a particular pair of wheels, then close the isolation cock of the brake cylinder, pull the latch of the brake cylinder, and rotate the resetting plate in clockwise direction to release the brakes. Ensure that brakes are released by shaking them. If brakes are released, close the isolation cocks of both brake cylinders and work the train.



Resetting Plate
Latch

In case of problem in pulling the latch, remove the brake cylinder piston rod pin and work the train



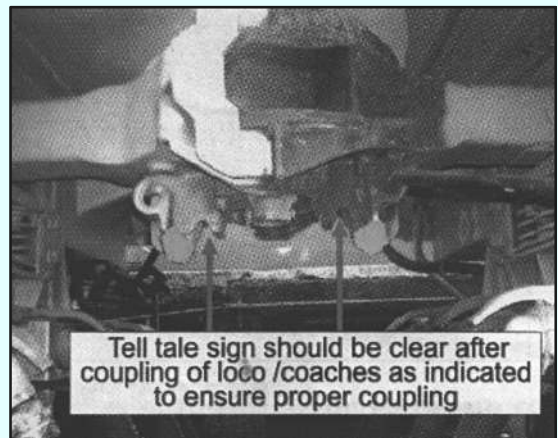
Brake cylinder
piston rod pin

CI

ATTENTION TO CBC PROVIDED IN COACHES

Coupling Procedure:

- 1) Bring the vehicles near each other at a slow speed and stop the vehicles at approximately one meter distance of each other.
- 2) Ensure that locking screw is in unlocked position otherwise unlock the operating handle by rotating locking screw anticlockwise with key.
- 3) Lift the operating handle and turn it in clockwise direction (by minimum 90B) to a horizontal position to open the CBC.
- 4) Check alignment and position of coupler centers and attach at approximately 2to3km/hrs speed.
- 5) Check position of tell tale device for proper coupling (location of the tell tale is shown in figure.)



- 6) Lock the operating handle by rotating the locking screw clockwise with key.
- 7) After coupling of the CBC, pull the train slightly for reconfirming positive coupling.

Uncoupling Procedure:

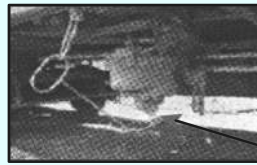
1. Unlock the handle by rotating locking screw anti-clockwise.
2. Lift the handle and turn it in clockwise direction to a horizontal position by minimum 90B and pull the loco/coaches apart.
3. Before uncoupling make sure that the couplers are not subjected to any tensile load and the operating handle is free to rotate

CII

Procedure to release and isolate brake binding at enroute stations (for Drivers & Guards)

2. Conventional Air Brake Coaches.

Pull quick release Lever of DV

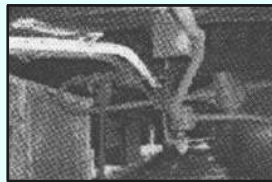


Quick release Lever

Isolate FP and BP branch pipe drain AR. Isolate DV by lifting isolating handle and again pull the release lever of DV. Check the brakes get released by shaking the brake blocks.



FP isolation cock



BP isolation cock

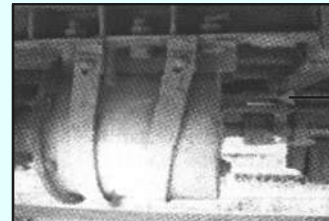


AR Drain cock



DV isolating Handle in isolated condition

If brakes get released, close the isolation cocks of both brake cylinders and work the train



Brake cylinder isolation cock in isolated condition

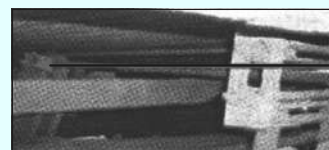
If not released

If brake blocks are gripping the wheels in one bogie, then close the isolation cock of the brake cylinder and rotate the slack adjuster of the affected bogie in anti-clockwise direction while facing the bogie. Ensure that brakes are released by shaking the brake blocks. If brakes are released, close the isolation cocks of both brake cylinders and work the train.



Slack adjuster

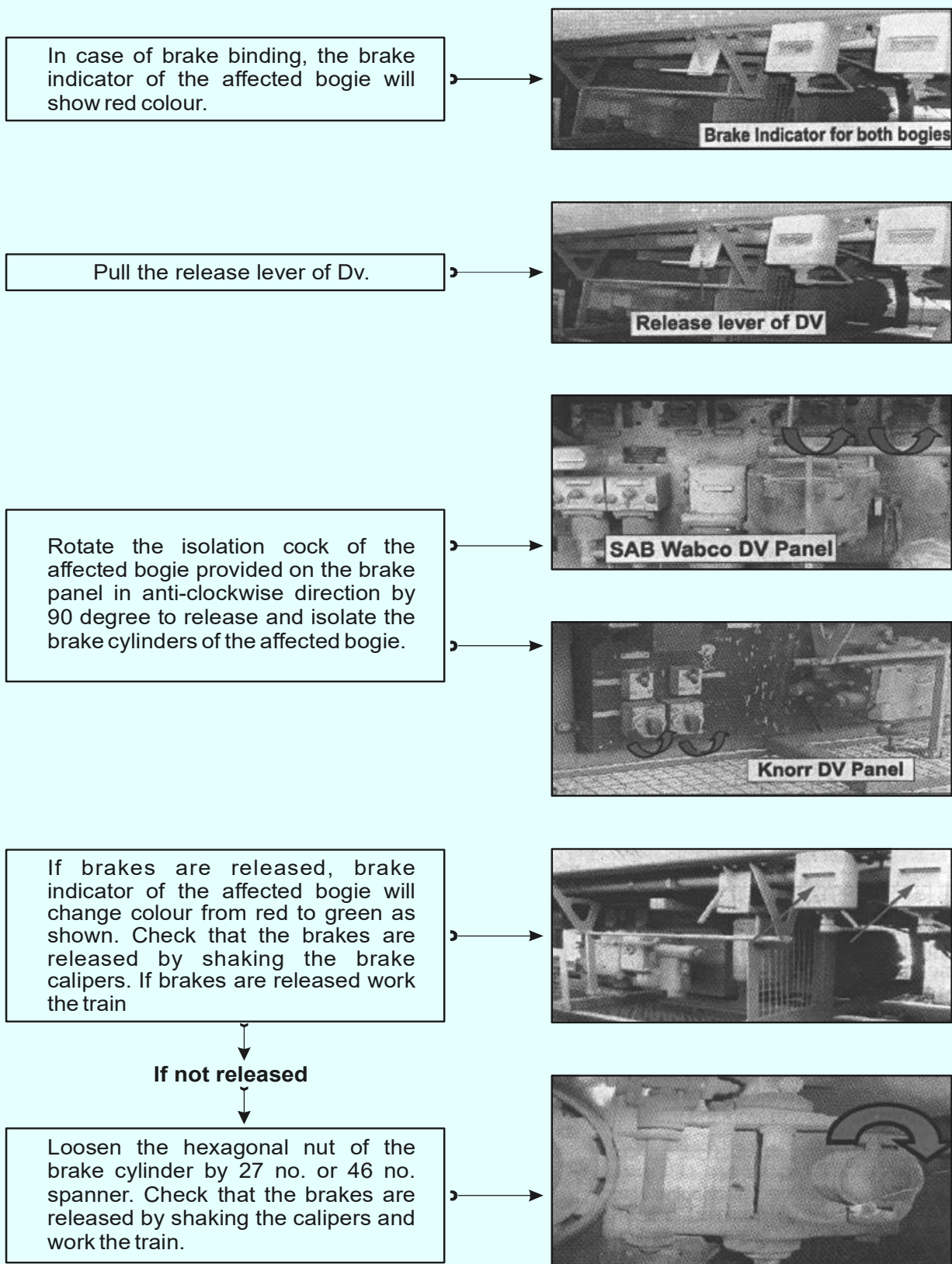
In case brake blocks are still gripping the wheels of a particular bogie, remove the SAB, pull rod pin of the affected bogie, secure the SAB pull rod and work the train.



SAB pull rod pin

CIII

Procedure to release and isolate brake binding of LHB coach with FIAT trolley at enroute stations, (for Drivers & Guards)



CIV

Category-wise No. of stations over Eastern Railway (as on 01.01.2026)

Division	Non-Suburban Stations						Suburban Stations			Halts			Total
	NSG-1	NSG-2	NSG-3	NSG-4	NSG-5	NSG-6	SG-1	SG-2	SG-3	HG-1	HG-2	HG-3	
ASN	0	2	2	1	20	31	0	0	0	0	10	19	85
HWH	1	2	2	2	13	39	0	5	91	11	17	11	194
MLDT	0	2	2	3	25	33	0	0	0	0	14	26	105
SDAH	1	2	1	2	9	7	0	14	115	32	18	2	203
Total	2	8	7	8	67	110	0	19	206	43	59	58	587

Categorization of stations over Eastern Railway :

Ref - Railway Board's No.2022/TG-IV/10/PA/Station Categorisation dated 10.09.2024

S.No.	Station Name	Zone	Station Code	Division	Category
ASANSOL DIVISION					
1	ASANSOL	ER	ASN	ASN	NSG-2
2	JASIDIH	ER	JSME	ASN	NSG-2
3	DURGAPUR	ER	DGR	ASN	NSG-3
4	MADHUPUR	ER	MDP	ASN	NSG-3
5	RANIGANJ	ER	RNG	ASN	NSG-4
6	KUMARDUBI	ER	KMME	ASN	NSG-5
7	CHITTARANJAN	ER	CRJ	ASN	NSG-5
8	BARAKAR	ER	BRR	ASN	NSG-5
9	DEOGHAR	ER	DGHR	ASN	NSG-5
10	DUMKA	ER	DUMK	ASN	NSG-5
11	ANDAL	ER	UDL	ASN	NSG-5
12	PANAGARH	ER	PAN	ASN	NSG-5
13	SIURI	ER	SURI	ASN	NSG-5
14	JAMTARA	ER	JMT	ASN	NSG-5
15	KULTI	ER	ULT	ASN	NSG-5
16	SITARAMPUR	ER	STN	ASN	NSG-5
17	VIDYASAGAR	ER	VDS	ASN	NSG-5
18	MANKAR	ER	MNAE	ASN	NSG-5
19	GIRIDIH	ER	GRD	ASN	NSG-5
20	BASUKINATH	ER	BSKH	ASN	NSG-5
21	DUBRAJPUR	ER	DUJ	ASN	NSG-5
22	BAIDHYANATHDHAM	ER	BDME	ASN	NSG-5
23	SIMULTALA	ER	STL	ASN	NSG-5
24	PANDABESWAR	ER	PAW	ASN	NSG-5
25	UKHRA	ER	UKA	ASN	NSG-5
26	RAJBANDH	ER	RBH	ASN	NSG-6
27	WARIA	ER	OYR	ASN	NSG-6
28	GALSI	ER	GLI	ASN	NSG-6
29	SANKARPUR	ER	SNQ	ASN	NSG-6
30	KAJORA GRAM	ER	KJME	ASN	NSG-6
31	PARAJ	ER	PAJ	ASN	NSG-6
32	MAHESHAMUNDA	ER	MMD	ASN	NSG-6
33	CHOTAAMBANA	ER	CAM	ASN	NSG-6
34	RUPNARAYANPUR	ER	RNPR	ASN	NSG-6
35	KATORIYA	ER	KTOR	ASN	NSG-6
36	KALIPAHARI	ER	KPK	ASN	NSG-6
37	KALUBATHAN	ER	KAO	ASN	NSG-6
38	MUGMA	ER	MMU	ASN	NSG-6

CV

S.No.	Station Name	Zone	Station Code	Division	Category
39	PANCHRA	ER	PCR	ASN	NSG-6
40	GHORMARA	ER	GRMA	ASN	NSG-6
41	KUMRABAD ROHINI	ER	KBQ	ASN	NSG-6
42	MADANKATA	ER	MNC	ASN	NSG-6
43	BHIMGARA	ER	BMGA	ASN	NSG-6
44	BARACHAK	ER	BCQ	ASN	NSG-6
45	MATHURAPUR	ER	MUW	ASN	NSG-6
46	TAPASI	ER	TOP	ASN	NSG-6
47	THAPARNAGAR	ER	TNW	ASN	NSG-6
48	LAHABON	ER	LHB	ASN	NSG-6
49	JAGADISHPUR	ER	JGD	ASN	NSG-6
50	CHINPAI	ER	CPL	ASN	NSG-6
51	SALANPUR	ER	SLS	ASN	NSG-6
52	KARJHAUSA	ER	KARJ	ASN	NSG-6
53	BARABANI	ER	BBI	ASN	NSG-6
54	CHANDAN	ER	CNDN	ASN	NSG-6
55	KUNURI	ER	KNRI	ASN	NSG-6
56	SONACHARA	ER	SSCR	ASN	NSG-6
57	SATSANGNAGAR	ER	SSNR	ASN	HG-2
58	TELWA BAZAR	ER	TLB	ASN	HG-2
59	KACHUJOR	ER	KOX	ASN	HG-2
60	JORAMOW	ER	JRW	ASN	HG-2
61	KAKBARA	ER	KKBA	ASN	HG-2
62	JAMURIA	ER	JMA	ASN	HG-2
63	SIDULI	ER	SXD	ASN	HG-2
64	KISHANBALLAV HALT	ER	KBSH	ASN	HG-2
65	NARGANJO	ER	NRGO	ASN	HG-2
66	KASEETAR	ER	KEE	ASN	HG-2
67	HARLATANR	ER	HRLT	ASN	HG-3
68	MOHANPUR	ER	MHUR	ASN	HG-3
69	RAJLA	ER	RJLA	ASN	HG-3
70	ISHAN CHANDI	ER	INCI	ASN	HG-3
71	JAMA	ER	JAMA	ASN	HG-3
72	IKRAH	ER	IKRA	ASN	HG-3
73	CHANDANPAHARI	ER	CNPI	ASN	HG-3
74	TP NO. 6/3 (SUGAPAHARI)	ER	SGPA	ASN	HG-3
75	ARJUN NAGAR	ER	ANMP	ASN	HG-3
76	CHINCHURIA	ER	CCR	ASN	HG-3
77	MAHISHADAHARI	ER	MWZ	ASN	HG-3
78	SIRSHA NUNTHAR	ER	SSNT	ASN	HG-3
79	TP NO. 7/11 (SUGAPAHARI)	ER	SAPT	ASN	HG-3
80	DHANPATDIH	ER	DPDH	ASN	HG-3
81	NEW NAWADIH	ER	NNWH	ASN	HG-3
82	NEW MADANPUR	ER	MPUR	ASN	HG-3
83	BHALUA	ER	BHAU	ASN	HG-3
84	KAKNI	ER	KAKI	ASN	HG-3
85	KHARIADIH	ER	KHAA	ASN	HG-3

CVI

HOWRAH DIVISION					
S.No.	Station Name	Zone	Station Code	Division	Category
1	HOWRAH	ER	HWH	HWH	NSG-1
2	BARDDHAMAN	ER	BWN	HWH	NSG-2
3	BANDEL JN.	ER	BDC	HWH	NSG-2
4	RAMPUR HAT	ER	RPH	HWH	NSG-3
5	BOLPUR SHANTINIKETAN	ER	BHP	HWH	NSG-3
6	PAKUR	ER	PKR	HWH	NSG-4
7	KHAGRAGHAT ROAD	ER	KGLE	HWH	NSG-4
8	AZIMGANJ	ER	AZ	HWH	NSG-5
9	SAINTHIA JN	ER	SNT	HWH	NSG-5
10	SALAR	ER	SALE	HWH	NSG-5
11	MURARAI	ER	MRR	HWH	NSG-5
12	NALHATI JN.	ER	NHT	HWH	NSG-5
13	GUSKARA	ER	GKH	HWH	NSG-5
14	AHAMADPUR JN.	ER	AMP	HWH	NSG-5
15	BAZARSAU	ER	BZLE	HWH	NSG-5
16	MALLARPUR	ER	MLV	HWH	NSG-5
17	RAJGRAM	ER	RJG	HWH	NSG-5
18	MORGRAM	ER	MGAE	HWH	NSG-5
19	SAGARDIGHI	ER	SDI	HWH	NSG-5
20	PRANTIK	ER	PNE	HWH	NSG-5
21	GUMANI	ER	GMAN	HWH	NSG-6
22	AZIMGANJ CITY	ER	ACLE	HWH	NSG-6
23	KHANA JN.	ER	KAN	HWH	NSG-6
24	TARAPITH ROAD	ER	TPF	HWH	NSG-6
25	TENYA	ER	TYAE	HWH	NSG-6
26	LALBAGH COURT ROAD	ER	LCAE	HWH	NSG-6
27	TALIT	ER	TIT	HWH	NSG-6
28	BHEDIA	ER	BDH	HWH	NSG-6
29	KOTALPUKUR	ER	KLP	HWH	NSG-6
30	GANGATIKURI	ER	GGLE	HWH	NSG-6
31	CHOWRIGACHA	ER	CWLE	HWH	NSG-6
32	JHAMATPUR BAHARAN	ER	JHBN	HWH	NSG-6
33	KARNA SUBARNA	ER	KNSN	HWH	NSG-6
34	LOHAPUR	ER	LAP	HWH	NSG-6
35	BANPAS	ER	BPS	HWH	NSG-6
36	TILBHITA	ER	TBB	HWH	NSG-6
37	GADADHARPUR	ER	GHLE	HWH	NSG-6
38	MALIHATI TALIBPUR ROAD	ER	MHTR	HWH	NSG-6
39	SIKARIPARA	ER	SKIP	HWH	NSG-6
40	KOPAI	ER	KPLE	HWH	NSG-6
41	CHATRA	ER	CTR	HWH	NSG-6
42	NAGARNABI	ER	NGF	HWH	NSG-6
43	BANSHLAI BRIDGE	ER	BSBR	HWH	NSG-6
44	NOADAR DHAL	ER	NRX	HWH	NSG-6
45	BATASPUR	ER	BSLE	HWH	NSG-6
46	TAKIPUR	ER	TKP	HWH	NSG-6
47	PINARGARIA	ER	PRGR	HWH	NSG-6
48	PICKKURIR DHAL	ER	PCQ	HWH	NSG-6
49	JHAPATER DHAL	ER	JTL	HWH	NSG-6

CVII

S.No.	Station Name	Zone	Station Code	Division	Category
50	BARALA	ER	BAA	HWH	NSG-6
51	SWADINPUR	ER	SDLE	HWH	NSG-6
52	GOSAINGRAM	ER	GSGB	HWH	NSG-6
53	LABPUR	ER	LBP	HWH	NSG-6
54	KIRNAHAR	ER	KNHR	HWH	NSG-6
55	HARINSING	ER	HRNS	HWH	NSG-6
56	JNANDAS KANDRA	ER	GNND	HWH	NSG-6
57	PACHANDI	ER	PNDI	HWH	NSG-6
58	CHOWHATTA	ER	CWT	HWH	NSG-6
59	BARMASIA	ER	BRMA	HWH	NSG-6
60	NABADWIP DHAM	ER	NDAE	HWH	SG-2
61	KATWA JN.	ER	KWAE	HWH	SG-2
62	SHRIRAMPUR	ER	SRP	HWH	SG2
63	RISHRA	ER	RIS	HWH	SG2
64	KONNAGAR	ER	KOG	HWH	SG2
65	TARAKESWAR	ER	TAK	HWH	SG-3
66	BALLY	ER	BLY	HWH	SG-3
67	DANKUNI	ER	DKAE	HWH	SG-3
68	SHEORAPHULLY JN.	ER	SHE	HWH	SG-3
69	CHANDAN NAGAR	ER	CGR	HWH	SG-3
70	LILUAH	ER	LLH	HWH	SG-3
71	CHUCHURA	ER	CNS	HWH	SG-3
72	AMBIKA KALNA	ER	ABKA	HWH	SG-3
73	MEMARI	ER	MYM	HWH	SG-3
74	BELUR	ER	BEQ	HWH	SG-3
75	KAMARKUNDU	ER	KQU	HWH	SG-3
76	ARAMBAG	ER	AMBG	HWH	SG-3
77	BHADRESHWAR	ER	BHR	HWH	SG-3
78	UTTARPARA	ER	UPA	HWH	SG-3
79	PANDOOAH	ER	PDA	HWH	SG-3
80	BAIDYABATI	ER	BBAE	HWH	SG-3
81	HARIPAL	ER	HPL	HWH	SG-3
82	MAGRA	ER	MUG	HWH	SG-3
83	MANKUNDU	ER	MUU	HWH	SG-3
84	SINGUR	ER	SIU	HWH	SG-3
85	BARUI PARA	ER	BRPA	HWH	SG-3
86	HOOGHLY	ER	HGY	HWH	SG-3
87	HIND MOTOR	ER	HMZ	HWH	SG-3
88	MASAGRAM	ER	MSAE	HWH	SG-3
89	BAINCHI	ER	BOI	HWH	SG-3
90	NALIKUL	ER	NKL	HWH	SG-3
91	SAMUDRAGARH	ER	SMAE	HWH	SG-3
92	HOOGHLY GHAT	ER	HYG	HWH	SG-3
93	BEGAMPUR	ER	BPAE	HWH	SG-3
94	GURAP	ER	GRAE	HWH	SG-3
95	JANAI ROAD	ER	JOX	HWH	SG-3
96	DAINHAT	ER	DHAE	HWH	SG-3
97	KHANYAN	ER	KHN	HWH	SG-3
98	DEBIPUR	ER	DBP	HWH	SG-3
99	JIRAT	ER	JIT	HWH	SG-3
100	PURBASTHALI	ER	PSAE	HWH	SG-3

CVIII

S.No.	Station Name	Zone	Station Code	Division	Category
101	PATULI	ER	PTAE	HWH	SG-3
102	ADI SAPTAGRAM	ER	ADST	HWH	SG-3
103	JAUGRAM	ER	JRAE	HWH	SG-3
104	TRIBENI	ER	TBAE	HWH	SG-3
105	SAKTIGARH	ER	SKG	HWH	SG-3
106	DHATRIGRAM	ER	DTAE	HWH	SG-3
107	LOKNATH	ER	LOK	HWH	SG-3
108	GUPTIPARA	ER	GPAE	HWH	SG-3
109	KUNTIGHAT	ER	KJU	HWH	SG-3
110	MAYAPUR	ER	MAYP	HWH	SG-3
111	GOBRA	ER	GBRA	HWH	SG-3
112	SIBAICHANDI	ER	SHBC	HWH	SG-3
113	RASULPUR	ER	RSLR	HWH	SG-3
114	BELMURI	ER	BMAE	HWH	SG-3
115	DIARA	ER	DEA	HWH	SG-3
116	NASIBPUR	ER	NSF	HWH	SG-3
117	BANSH BARIA	ER	BSAE	HWH	SG-3
118	BAHIR KHANDA	ER	BAHW	HWH	SG-3
119	BALARAMBATI	ER	BLAE	HWH	SG-3
120	GANGPUR	ER	GRP	HWH	SG-3
121	CHANDANPUR	ER	CDAE	HWH	SG-3
122	AGRADWIP	ER	AGAE	HWH	SG-3
123	BAGHNAPARA	ER	BGRA	HWH	SG-3
124	SIMLAGARH	ER	SLG	HWH	SG-3
125	MADHU SUDANPUR	ER	MDSE	HWH	SG-3
126	GARIFA	ER	GFAE	HWH	SG-3
127	SOMRA BAZAR	ER	SOAE	HWH	SG-3
128	PORABAZAR	ER	PBZ	HWH	SG-3
129	BEHULA	ER	BHLA	HWH	SG-3
130	MIRZAPUR-BANKIPUR	ER	MBE	HWH	SG-3
131	BELERHAT	ER	BQY	HWH	SG-3
132	KHAMARGACHHI	ER	KMAE	HWH	SG-3
133	BALAGARH	ER	BGAE	HWH	SG-3
134	BALGONA	ER	BGNA	HWH	SG-3
135	KAIKALA	ER	KKAE	HWH	SG-3
136	LAKSHMIPUR	ER	LKX	HWH	SG-3
137	BHANDARTIKURI	ER	BFZ	HWH	SG-3
138	BAINCHIGRAM	ER	BCGM	HWH	SG-3
139	PALLA ROAD	ER	PRAE	HWH	SG-3
140	NABAGRAM	ER	NBAE	HWH	SG-3
141	BELANAGAR	ER	BZL	HWH	SG-3
142	JHAPANDANGA	ER	JPQ	HWH	SG-3
143	BAGILA	ER	BGF	HWH	SG-3
144	TALANDU	ER	TLO	HWH	SG-3
145	PALSIT	ER	PLAE	HWH	SG-3
146	DUMURDAHA	ER	DMLE	HWH	SG-3
147	HAJIGARH	ER	HIH	HWH	SG-3
148	NEGUN	ER	NGX	HWH	SG-3
149	BANKAPASI F	ER	BCF	HWH	SG-3
150	KALINAGAR	ER	KLNT	HWH	SG-3
151	SHRIPAT SHRIKHANDA	ER	SPS	HWH	SG-3

CVIX

S.No.	Station Name	Zone	Station Code	Division	Category
152	KARJANA	ER	KJRA	HWH	SG-3
153	BELUR MATH	ER	BRMH	HWH	SG-3
154	MAYNAPUR	ER	MYPR	HWH	SG-3
155	GOKULNAGAR JOYPUR	ER	GNJP	HWH	SG-3
156	BISNUPRIYA HALT	ER	VSPR	HWH	HG-1
157	GOGHAT	ER	GOGT	HWH	HG-1
158	DHANIAKHALI HALT	ER	DNHL	HWH	HG-1
159	TAKIPUR HALT	ER	TKPH	HWH	HG-1
160	BHATAR H	ER	BTRH	HWH	HG-1
161	MERTALA PHALEYA HALT	ER	MTFA	HWH	HG1P
162	KAICHAR	ER	KCY	HWH	HG1P
163	MALIYA HALT	ER	MLYA	HWH	HG1P
164	RAJCHANDRAPUR	ER	RCD	HWH	HG1P
165	TALPUR HALT	ER	TLPH	HWH	HG1P
166	CHANCHAI	ER	CHC	HWH	HG1P
167	SHRIKHANDA	ER	SIZ	HWH	HG-2
168	MIAGRAM HALT	ER	MIAN	HWH	HG-2
169	NIMO HALT	ER	NMF	HWH	HG-2
170	SHIBLUN H	ER	SHBL	HWH	HG-2
171	JIBANTI HALT	ER	JVT	HWH	HG-2
172	ISLAMPARA HALT	ER	IPRA	HWH	HG-2
173	NIYALISH PARA	ER	NLSF	HWH	HG-2
174	NANDAIGRAM	ER	NDIM	HWH	HG-2
175	SAHEBTALA HALT	ER	SHBA	HWH	HG-2
176	SAOTA	ER	SOF	HWH	HG-2
177	AMARUN	ER	ARNB	HWH	HG-2
178	DAHAPARA DHAM	ER	DHPD	HWH	HG-2
179	KAMNARA	ER	KMRA	HWH	HG-2
180	KANTHALIA ROAD HALT	ER	KTLR	HWH	HG-2
181	KAZIPARA HALT	ER	KZPE	HWH	HG-2
182	CHAMARDIGHI	ER	CMDG	HWH	HG-2
183	NABAGRAM KANKURHATI	ER	NBKH	HWH	HG-2
184	KARJANAGRAM	ER	KJRM	HWH	HG-3
185	AMBALGRAM	ER	ABGM	HWH	HG-3
186	KHETIA	ER	KSHT	HWH	HG-3
187	DASKALGRAM	ER	DLM	HWH	HG-3
188	KURMADANGA H	ER	KMDC	HWH	HG-3
189	NIROL F	ER	NXL	HWH	HG-3
190	GOPALPURGRAM	ER	GPLG	HWH	HG-3
191	KOMARPUR	ER	KMPR	HWH	HG-3
192	ADALPAHARI	ER	ALPD	HWH	HG-3
193	KURVA	ER	KURV	HWH	HG-3
194	BIRSA MUNDA H	ER	BSMH	HWH	HG-3

CX

MALDA DIVISION					
S.No.	Station Name	Zone	Station Code	Division	Category
1	BHAGALPUR	ER	BGP	MALDA	NSG-2
2	MALDA TOWN	ER	MLDT	MALDA	NSG-2
3	JAMALPUR	ER	JMP	MALDA	NSG-3
4	NEW FARAKKA	ER	NFK	MALDA	NSG-3
5	SULTANGANJ	ER	SGG	MALDA	NSG-4
6	SAHIBGANJ	ER	SBG	MALDA	NSG-4
7	BARHARWA	ER	BHW	MALDA	NSG-4
8	KAHALGAON	ER	CLG	MALDA	NSG-5
9	JANGIPUR ROAD	ER	JRLE	MALDA	NSG-5
10	PIRPAINTI	ER	PPT	MALDA	NSG-5
11	BARIARPUR	ER	BUP	MALDA	NSG-5
12	GODDA	ER	GODA	MALDA	NSG5
13	TINPAHAR	ER	TPH	MALDA	NSG-5
14	DHULIANGANGA	ER	DGLE	MALDA	NSG-5
15	KHALTIPUR	ER	KTJ	MALDA	NSG-5
16	ABHAIPUR	ER	AHA	MALDA	NSG-5
17	NIMTITA	ER	NILE	MALDA	NSG-5
18	MIRZACHAUKI	ER	MZC	MALDA	NSG-5
19	KAJRA-	ER	KJH	MALDA	NSG-5
20	BANKA	ER	BAKA	MALDA	NSG5
21	EKCHARI	ER	EKC	MALDA	NSG5
22	AKBARNAGAR	ER	AKN	MALDA	NSG-5
23	GHOGHA	ER	GGA	MALDA	NSG5
24	HANSDIHA	ER	HSDA	MALDA	NSG5
25	MANDARHILL	ER	MDLE	MALDA	NSG5
26	SUJNIPARA	ER	SPLE	MALDA	NSG5
27	DHARHARA	ER	DRH	MALDA	NSG5
28	BARAHAT	ER	BHLE	MALDA	NSG5
29	GOUR MALDA	ER	GZM	MALDA	NSG5
30	MUNGER	ER	MGR	MALDA	NSG5
31	SHIVNARAYANPUR	ER	SVRP	MALDA	NSG5
32	RAJMAHAL	ER	RJL	MALDA	NSG-5
33	JAMIRGHATA	ER	JMQ	MALDA	NSG-6
34	SABOUR	ER	SBO	MALDA	NSG-6
35	NATHNAGAR	ER	NAT	MALDA	NSG-6
36	NONIHAT	ER	NNHT	MALDA	NSG-6
37	MANIGRAM	ER	MGLE	MALDA	NSG-6
38	GANKAR	ER	GALE	MALDA	NSG-6
39	TALJHARI	ER	TLJ	MALDA	NSG-6
40	DHAUNI	ER	DWLE	MALDA	NSG-6
41	MAHARAJPUR	ER	MJP	MALDA	NSG-6
42	CHAMAGRAM	ER	CMX	MALDA	NSG-6
43	TILDANGA	ER	TDLE	MALDA	NSG-6
44	SAKRIGALI	ER	SLJ	MALDA	NSG-6
45	BIKRAMSILA	ER	BKSL	MALDA	NSG-6
46	BONIDANGA	ER	BDAG	MALDA	NSG-6
47	KALYANCHAK	ER	KXE	MALDA	NSG-6
48	RATANPUR	ER	RPUR	MALDA	NSG-6

CXI

S.No.	Station Name	Zone	Station Code	Division	Category
49	KALYANPUR ROAD	ER	KPRD	MALDA	NSG-6
50	MAHIPAL ROAD	ER	MPLR	MALDA	NSG-6
51	BARAPALASI	ER	BRPS	MALDA	NSG-6
52	DASRATHPUR	ER	DRTP	MALDA	NSG-6
53	KARAMTOLA	ER	KRMA	MALDA	NSG-6
54	UREN	ER	UXN	MALDA	NSG-6
55	BAKUDIH	ER	BKLE	MALDA	NSG-6
56	LAILAKH MAMALKHA	ER	LMM	MALDA	NSG-6
57	KARANPURATO	ER	KPTO	MALDA	NSG-6
58	DHANAUURI	ER	DNRE	MALDA	NSG-6
59	BALLALPUR	ER	BPBS	MALDA	NSG-6
60	TIKANI	ER	TKLE	MALDA	NSG-6
61	DHAMDHAMIA	ER	DDX	MALDA	NSG-6
62	PORADANGA	ER	PRDG	MALDA	NSG-6
63	MASUDAN	ER	NSDN	MALDA	NSG-6
64	GANGANIA	ER	GNNA	MALDA	NSG-6
65	MURAHARA	ER	MRHA	MALDA	NSG-6
66	BASUDEBPUR	ER	BDBP	MALDA	HG-2
67	PUNSLIA	ER	PNSA	MALDA	HG-2
68	AHIRON	ER	AHN	MALDA	HG-2
69	PRAYAHAT	ER	PYHT	MALDA	HG-2
70	SANKOPARA	ER	SXP	MALDA	HG-2
71	NOAPARA MOHISASUR	ER	NWMS	MALDA	HG-2
72	MANDAR VIDYAPITH	ER	MDVB	MALDA	HG-2
73	HATPURANI	ER	HPLE	MALDA	HG-2
74	AMMAPALI	ER	AMPL	MALDA	HG-2
75	KHARIAPIRA	ER	KAPP	MALDA	HG-2
76	ABJUGANJ	ER	AJUG	MALDA	HG-2
77	TELIA	ER	TELA	MALDA	HG-2
78	BINDUBASINI	ER	BDBS	MALDA	HG-2
79	MURARPUR	ER	MPY	MALDA	HG-2
80	PAWAI BRAHMASTHAN	ER	PWBN	MALDA	HG-3
81	PATAM	ER	PATA	MALDA	HG-3
82	DANRE	ER	DANE	MALDA	HG-3
83	LAXMIPUR BHORANG	ER	LKB	MALDA	HG-3
84	RISHIKUND	ER	RIKD	MALDA	HG-3
85	KUMRAHAT	ER	KUMT	MALDA	HG-3
86	RAMPUR HALT	ER	RMPR	MALDA	HG-3
87	PANDETOLA	ER	PETA	MALDA	HG-3
88	MAHESHI	ER	MVV	MALDA	HG-3
89	MAHIPAL	ER	MPLR	MALDA	HG-3
90	BELA	ER	BELA	MALDA	HG-3
91	PANJWARA ROAD	ER	PJLE	MALDA	HG-3
92	GHOGI BARIARPUR	ER	GIBP	MALDA	HG-3
93	GHORGHAT	ER	GOG	MALDA	HG-3
94	PIPRADIH	ER	PPDI	MALDA	HG-3
95	KUMRADOL	ER	KADL	MALDA	HG-3
96	KAMARGANJ	ER	KMGH	MALDA	HG-3

CXII

S.No.	Station Name	Zone	Station Code	Division	Category
97	SAROBAG	ER	SRBG	MALDA	HG-3
98	GANUDHAM	ER	GIF	MALDA	HG-3
99	KOILIKUTHA	ER	KKTA	MALDA	HG-3
100	SANJHA	ER	SJJ	MALDA	HG-3
101	GANGWARA	ER	GGWA	MALDA	HG-3
102	KATHOUN	ER	KTHN	MALDA	HG-3
103	CHIT MAKANDPUR	ER	CTMP	MALDA	HG-3
104	JAGADISHPUR	ER	JDPT	MALDA	HG-3
105*	MURLI	ER	MRLI	MALDA	HG-3

* Re-opened vide Rly Bd's letter No. 2023/TG-IV/1/ER/04/MR dtd. 11.10.24

SEALDAH DIVISION

S.No.	Station Name	Zone	Station Code	Division	Category
1	SEALDAH	ER	SDAH	SDAH	NSG-1
2	KOLKATA	ER	KOAA	SDAH	NSG2
3	NAIHATI JN.	ER	NH	SDAH	NSG2
4	BERHAMPORE COURT	ER	BPC	SDAH	NSG3
5	MURSHIDABAD	ER	MBB	SDAH	NSG4
6	BELDANGA	ER	BEB	SDAH	NSG4
7	LALGOLA	ER	LGL	SDAH	NSG5
8	BETHUADAHARI	ER	BTY	SDAH	NSG5
9	PLASSEY	ER	PLY	SDAH	NSG5
10	BHAGWANGOLA	ER	BQG	SDAH	NSG5
11	JIAGANJ	ER	JJG	SDAH	NSG5
12	COSSIMBAZAR	ER	CSZ	SDAH	NSG5
13	KRISHNAPUR	ER	KRP	SDAH	NSG5
14	DEBAGRAM	ER	DEB	SDAH	NSG5
15	REJINAGAR	ER	REJ	SDAH	NSG5
16	DHUBULIA	ER	DHU	SDAH	NSG6
17	MURAGACHHA	ER	MGM	SDAH	NSG6
18	SARGACHHI	ER	SGV	SDAH	NSG6
19	BHABTA	ER	BFT	SDAH	NSG6
20	PAGLA CHANDI	ER	PCX	SDAH	NSG6
21	SONADANGA	ER	SVH	SDAH	NSG6
22	BAHADURPUR	ER	BPD	SDAH	NSG6
23	KRISHNANAGAR CITY JN	ER	KNJ	SDAH	SG2
24	DUMDUM JN.	ER	DDJ	SDAH	SG2
25	SONARPUR JN.	ER	SPR	SDAH	SG2
26	BARRACKPORE	ER	BP	SDAH	SG2
27	BIDHANNAGAR ROAD	ER	BNXR	SDAH	SG2
28	RANAGHAT JN.	ER	RHA	SDAH	SG2
29	BARASAT JN.	ER	BT	SDAH	SG2
30	BARUIPUR JN.	ER	BRP	SDAH	SG2
31	HABRA	ER	HB	SDAH	SG2
32	SODEPUR	ER	SEP	SDAH	SG2
33	SHYAMNAGAR	ER	SNR	SDAH	SG2
34	BELGHARIA	ER	BLH	SDAH	SG2
35	MADHYAMGRAM	ER	MMG	SDAH	SG2
36	SUBHAS GRAM	ER	SBGR	SDAH	SG2
37	CANNING	ER	CG	SDAH	SG3

CXIII

S.No.	Station Name	Zone	Station Code	Division	Category
38	BANGAON JN.	ER	BNJ	SDAH	SG3
39	KANCHRAPARA	ER	KPA	SDAH	SG3
40	CHAKDAHA	ER	CDH	SDAH	SG3
41	KALYANI JN	ER	KYI	SDAH	SG3
42	MACHLANDAPUR	ER	MSL	SDAH	SG3
43	MATHURAPUR ROAD	ER	MPRD	SDAH	SG3
44	SHANTIPUR	ER	STB	SDAH	SG3
45	DIAMOND HARBOUR	ER	DH	SDAH	SG3
46	BALLYGUNGE JN.	ER	BLN	SDAH	SG3
47	JAYANAGAR MAJILPUR H	ER	JNM	SDAH	SG3
48	GARIA F	ER	GIA	SDAH	SG3
49	LAKSHMIKANTAPUR	ER	LKPR	SDAH	SG3
50	KomagataMaru BGB	ER	KBGB	SDAH	SG3
51	PARK CIRCUS	ER	PQS	SDAH	SG3
52	KHARDAHA	ER	KDH	SDAH	SG3
53	DUMDUM CANTONMENT	ER	DDC	SDAH	SG3
54	JADABPUR	ER	JDP	SDAH	SG3
55	KANKINARA	ER	KNR	SDAH	SG3
56	MAGRA HAT	ER	MGT	SDAH	SG3
57	AGARPARA	ER	AGP	SDAH	SG3
58	HALISHAHAR	ER	HLR	SDAH	SG3
59	BASIRHAT	ER	BSHT	SDAH	SG3
60	ICHHAPUR	ER	P	SDAH	SG3
61	DUTTAPUKUR	ER	DTK	SDAH	SG3
62	GOBORDANGA	ER	GBG	SDAH	SG3
63	ASHOKNAGAR ROAD	ER	ASKR	SDAH	SG3
64	TALDI	ER	TLX	SDAH	SG3
65	DAKHINESWAR	ER	DAKE	SDAH	SG3
66	SANTOSHPU F	ER	SSP	SDAH	SG3
67	DAKSHIN BARASAT	ER	DBT	SDAH	SG3
68	MALLIKPUR	ER	MAK	SDAH	SG3
69	BIRATI	ER	BBT	SDAH	SG3
70	BAGULA	ER	BGL	SDAH	SG3
71	MADANPUR	ER	MPJ	SDAH	SG3
72	BAGHA JATIN F	ER	BGJT	SDAH	SG3
73	HASNABAD JN	ER	HNB	SDAH	SG3
74	KAKDWIP	ER	KWDP	SDAH	SG3
75	MAJHDIA	ER	MU	SDAH	SG3
76	CHANDPARA	ER	CDP	SDAH	SG3
77	SANGRAMPUR	ER	SNU	SDAH	SG3
78	BADKULLA	ER	BDZ	SDAH	SG3
79	THAKURNAGAR	ER	TKNR	SDAH	SG3
80	PAYRADANGA	ER	PDX	SDAH	SG3
81	SIMURALI	ER	SMX	SDAH	SG3
82	NAMKHANA	ER	NMKA	SDAH	SG3
83	GOCHARAN	ER	GCN	SDAH	SG3
84	DHAMUA	ER	DMU	SDAH	SG3
85	TITAGARH	ER	TGH	SDAH	SG3
86	ARANGHATA	ER	AG	SDAH	SG3

CXIV

S.No.	Station Name	Zone	Station Code	Division	Category
87	NANGI	ER	NAI	SDAH	SG3
88	GHUTIARI SHARIFF	ER	GOF	SDAH	SG3
89	PHULIA	ER	FLU	SDAH	SG3
90	GUMA	ER	GUMA	SDAH	SG3
91	CHAMPAHATI	ER	CHT	SDAH	SG3
92	DURGANAGAR F	ER	DGNR	SDAH	SG3
93	HARUA ROAD	ER	HRO	SDAH	SG3
94	JAGHDDAL	ER	JGDL	SDAH	SG3
95	AKRA	ER	AKRA	SDAH	SG3
96	BAHARU F	ER	BARU	SDAH	SG3
97	BIRA	ER	BIRA	SDAH	SG3
98	DHAKURIA F	ER	DHK	SDAH	SG3
99	HRIDAYPUR	ER	HHR	SDAH	SG3
100	BAMANGACHHI	ER	BMG	SDAH	SG3
101	PALTA	ER	PTF	SDAH	SG3
102	NEW BARRACKPUR	ER	NBE	SDAH	SG3
103	NEW GARIA	ER	NGRI	SDAH	SG3
104	MAJHERHAT	ER	MJT	SDAH	SG3
105	HOTAR	ER	HT	SDAH	SG3
106	TAHERPUR	ER	THP	SDAH	SG3
107	GOPALNAGAR F	ER	GN	SDAH	SG3
108	PIALI	ER	PLF	SDAH	SG3
109	TOLLYGANJ	ER	TLG	SDAH	SG3
110	BISHARPARA-KODALIYA	ER	BRPK	SDAH	SG3
111	BRACE BRIDGE	ER	BRJ	SDAH	SG3
112	BIRNAGAR	ER	BIJ	SDAH	SG3
113	PALPARA	ER	PXR	SDAH	SG3
114	DEULA	ER	D	SDAH	SG3
115	GANGNAPUR F	ER	GGP	SDAH	SG3
116	MALATIPUR	ER	MPE	SDAH	SG3
117	HABIBPUR	ER	HBE	SDAH	SG3
118	KALINARAYANPUR JN.	ER	KLNP	SDAH	SG3
119	CHAMPAPUKUR	ER	CQR	SDAH	SG3
120	NETRA	ER	NTA	SDAH	SG3
121	SONDALIA	ER	SXC	SDAH	SG3
122	KALYANI GHOSHPARA	ER	KLYG	SDAH	SG3
123	KALYANI SIMANTA	ER	KLYM	SDAH	SG3
124	KALYANPUR	ER	KYP	SDAH	SG3
125	BALLY GHAT	ER	BLYG	SDAH	SG3
126	BIDYADHARPUR F	ER	BDYP	SDAH	SG3
127	MAJHERGRAM	ER	MAJ	SDAH	SG3
128	BHASILA	ER	BSLA	SDAH	SG3
129	DHAPDHAPI	ER	DPDP	SDAH	SG3
130	SURJYAPUR F	ER	SJPR	SDAH	SG3
131	NEWALIPORE (CALCUTT	ER	NACC	SDAH	SG3
132	SHASAN ROAD F	ER	SSRD	SDAH	SG3
133	TAKI ROAD	ER	TKF	SDAH	SG3
134	KALIKAPUR F	ER	KLKR	SDAH	SG3
135	DAKSHIN DURGAPUR HAL	ER	DKDP	SDAH	SG3

CXV

S.No.	Station Name	Zone	Station Code	Division	Category
136	BANPUR	ER	BPN	SDAH	SG3
137	GEDE	ER	GEDE	SDAH	SG3
138	BASULDANGA	ER	BSD	SDAH	SG3
139	LAKE GARDEN F	ER	LKF	SDAH	SG3
140	KALYANI SILPANCHAL	ER	KLYS	SDAH	SG3
141	BENOY BADAL DINESH B	ER	BBDB	SDAH	SG3
142	BARANAGAR ROAD	ER	BARN	SDAH	SG3
143	GURUDAS NAGAR	ER	GURN	SDAH	SG3
144	TALA	ER	TALA	SDAH	SG3
145	PATIPUKUR	ER	PTKR	SDAH	SG3
146	EDEN GARDEN	ER	EDG	SDAH	SG3
147	BARRA BAZAR	ER	BZB	SDAH	SG3
148	KASHINAGAR HALT	ER	KHGR	SDAH	SG3
149	BAGH BAZAR	ER	BBR	SDAH	SG3
150	NEW BALARAMPUR H	ER	NBPH	SDAH	SG3
151	PRINCEPGHAT	ER	PPGT	SDAH	SG3
152	BHYABLA	ER	BBLA	SDAH	HG1
153	BETBERI AGHOLA HALT	ER	BTPG	SDAH	HG1
154	NARENDRAPUR HALT	ER	NRPR	SDAH	HG1
155	UTTAR RADHA NAGAR HA	ER	UTN	SDAH	HG1
156	HOGLA H	ER	HGA	SDAH	HG1
157	NISCHINDAPUR MARKET	ER	NCPM	SDAH	HG1
158	PIRTALA	ER	PRTL	SDAH	HG1
159	MADHABPUR H	ER	MDBP	SDAH	HG1
160	KANKRA MIRZANAGAR	ER	KMZA	SDAH	HG1
161	KAREA-KADAMBAGACHI	ER	KBGH	SDAH	HG1
162	GAURDAHA HALT	ER	GQD	SDAH	HG1
163	TARAK NAGAR H	ER	TNX	SDAH	HG1
164	BAHIRGACHHI H	ER	BHGH	SDAH	HG1
165	AKAIPUR H	ER	AKIP	SDAH	HG1
166	LABUTALA HALT	ER	LBTL	SDAH	HG1
167	BHAYNA H	ER	BHNA	SDAH	HG1
168	BAHIRPUYA HALT	ER	BHPA	SDAH	HG1
169	GHORARAS GHONA HALT	ER	GGV	SDAH	HG1
170	SANHATI H	ER	SNHT	SDAH	HG1
171	KARANJALI HALT	ER	KNJI	SDAH	HG1
172	MAYURHAT HALT	ER	MYHT	SDAH	HG1
173	KULPI F	ER	KLW	SDAH	HG1
174	MATNIAANANTAPU	ER	MNAP	SDAH	HG1
175	KAJIPARA	ER	KZPR	SDAH	HG1
176	UDAYRAMPUR H	ER	URP	SDAH	HG1
177	NABA RAYNAGAR H	ER	NBRN	SDAH	HG1
178	BAHIRA KALIBARI	ER	BHKA	SDAH	HG1
179	BANKIMNAGAR HALT	ER	BNKA	SDAH	HG1
180	KHIDIRPUR	ER	KIRP	SDAH	HG1
181	KRISHNAMOHAN HALT	ER	KRXM	SDAH	HG1
182	BELIAGHATA ROAD	ER	BGRD	SDAH	HG1
183	BALLY HALT	ER	BLYH	SDAH	HG1
184	NIMDANRI	ER	NMDR	SDAH	HG-2

CXVI

S.No.	Station Name	Zone	Station Code	Division	Category
185	UKILERHAT HALT	ER	UKLR	SDAH	HG-2
186	SUBARNAMRIGI H	ER	SBNM	SDAH	HG-2
187	BIBHUTI BHUSHAN H	ER	BNAA	SDAH	HG-2
188	BATHNA KIRTIBAS HAL	ER	BTKB	SDAH	HG-2
189	PANCHBERIAH	ER	PNCB	SDAH	HG-2
190	SATBERIAH	ER	STBB	SDAH	HG-2
191	JALAKHALI HALT	ER	JKL	SDAH	HG-2
192	SIRAJNAGAR H	ER	SRJN	SDAH	HG-2
193	SOVABAZAR-AHIRITOLA	ER	SOLA	SDAH	HG-2
194	SIR GURUDASS BANERJE	ER	SGBA	SDAH	HG-2
195	NISCHINDAPUR	ER	NCP	SDAH	HG-2
196	MATLA	ER	MATL	SDAH	HG-2
197	COOPERS HALT	ER	CPHT	SDAH	HG-2
198	RE- MOUNT ROAD	ER	RMTR	SDAH	HG-2
199	HARISHNAGAR HALT	ER	HRSR	SDAH	HG-2
200	MADHYAMPUR	ER	MPN	SDAH	HG-2
201	DIGNAGAR	ER	DTG	SDAH	HG-2
202	SHANTINAGAR HAL	ER	SNTR	SDAH	HG3
203	MADHABNAGAR HALT	ER	MDGB	SDAH	HG3



**BE ALERT
DURING DUTY**

YOUR FAMILY



**MAYBE
IN TRAIN**

Safety Slogan :-

Zero accident

requires

100% commitment

to

safety



SMs / CABIN MASTER :

VERIFY AND SATISFY PERSONALLY THAT THE LINE IS CLEAR BEFORE TAKING OFF SIGNAL/S.

ENSURE PADLOCKING OF EMERGENCY CROSS OVER POINTS BEFORE ANY MOVEMENT IS PERMITTED OVER IT. IN CASE OF THROUGH PASSING TRAINS EXCHANGE ALL RIGHT SIGNALS TO ENSURE THAT THE TRAIN IS PROCEEDING IN A SAFE MANNER AND THE TRAIN IS COMPLETE. AFTER ARRIVAL OF A TRAIN THE POINT/S TO BE SET AGAINST BLOCK LINE. BEFORE ISSUING T/369(3b) BY SMs ENSURE THAT THE ROUTE IS CORRECTLY SET AND PROPERLY LOCKED FOR THE TRAIN TO ENTER ON NOMINATED LINE.

GUARD (TRAIN MANAGERS) :

DO PROTECT YOUR TRAIN WHEN TRAIN IS STALLED / DETAINED IN THE BLOCK SECTION ENSURE THAT LOCO-PILOTS OBSERVE SPEED RESTRICTIONS, EXCHANGE ALL RIGHT SIGNALS WITH STATION STAFF PROPERLY. ENSURE THAT ALL COUPLINGS ARE TIGHTENED PROPERLY. ENSURE PROPER SETTING OF POINTS, CLAMPING AND PAD LOCKING OF FACING POINTS DURING SHUNTING OPERATION.

LOCO PILOT :

TEST BRAKING APPARATUS BEFORE LEAVING THE SHED. CHECK EFFECTIVENESS OF BRAKE POWER AT THE FIRST OPPORTUNITY, AFTER STARTING FROM ORIGINATING STATION.

EXCHANGE ALL RIGHT SIGNALS WITH THE CABINS/STATIONS WHICH YOU RUN THROUGH. LOCO PILOTS TO RUN THE TRAINS ON MAXIMUM PERMISSIBLE SPEED OBSERVING SPEED RESTRICTIONS IF ANY.

WHISTLE FREQUENTLY ON A CURVE OR WHEN APPROACHING UNMANNED LEVEL CROSSINGS.

WAIT FOR SIGNALS FROM GUARD OR A SHUNTING STAFF BEFORE MOVING WITH YOUR LOCO AFTER HAVING COME TO A STOP.

JE/SSE (PWAY) :

ENSURE THAT CORRECT GAUGE, CROSS LEVEL, SUPER ELEVATION AND VERSINE ON CURVES AND ALIGNMENT ARE CORRECTLY MAINTAINED.

ENSURE PROPER DRAINAGE OF THE TRACK AND CLEAN BALLAST.

TAKE APPROPRIATE PRECAUTION OF PROTECTION OF LINE WHEN TRACK REPAIR WORK IS IN PROGRESS.

REPLACE WORN OUT TRACK COMPONENTS AND ENSURE TIGHT TRACK FITTINGS.

JE/SSE (C&W) :

ENSURE THROUGH EXAMINATION OF THE TRAIN.

ENSURE NO VEHICLE WITH THE SLIGHTEST DEFECT AND CONSIDERED UNSAFE TO MOVE IS ALLOWED TO LEAVE.

ENSURE ALL SCREW COUPLINGS WORK FREELY AND PROPERLY OILED AND THAT UNUSED COUPLINGS ARE KEPT ON HOOKS.

ENSURE THE COUPLERS OF CBC FITTED STOCK ARE COMPLETELY LOCKED. LEAKING TANK WAGON IS NOT PERMITTED TO MOVE BY THE TRAIN UNLESS THE LEAKAGE IS STOPPED.

