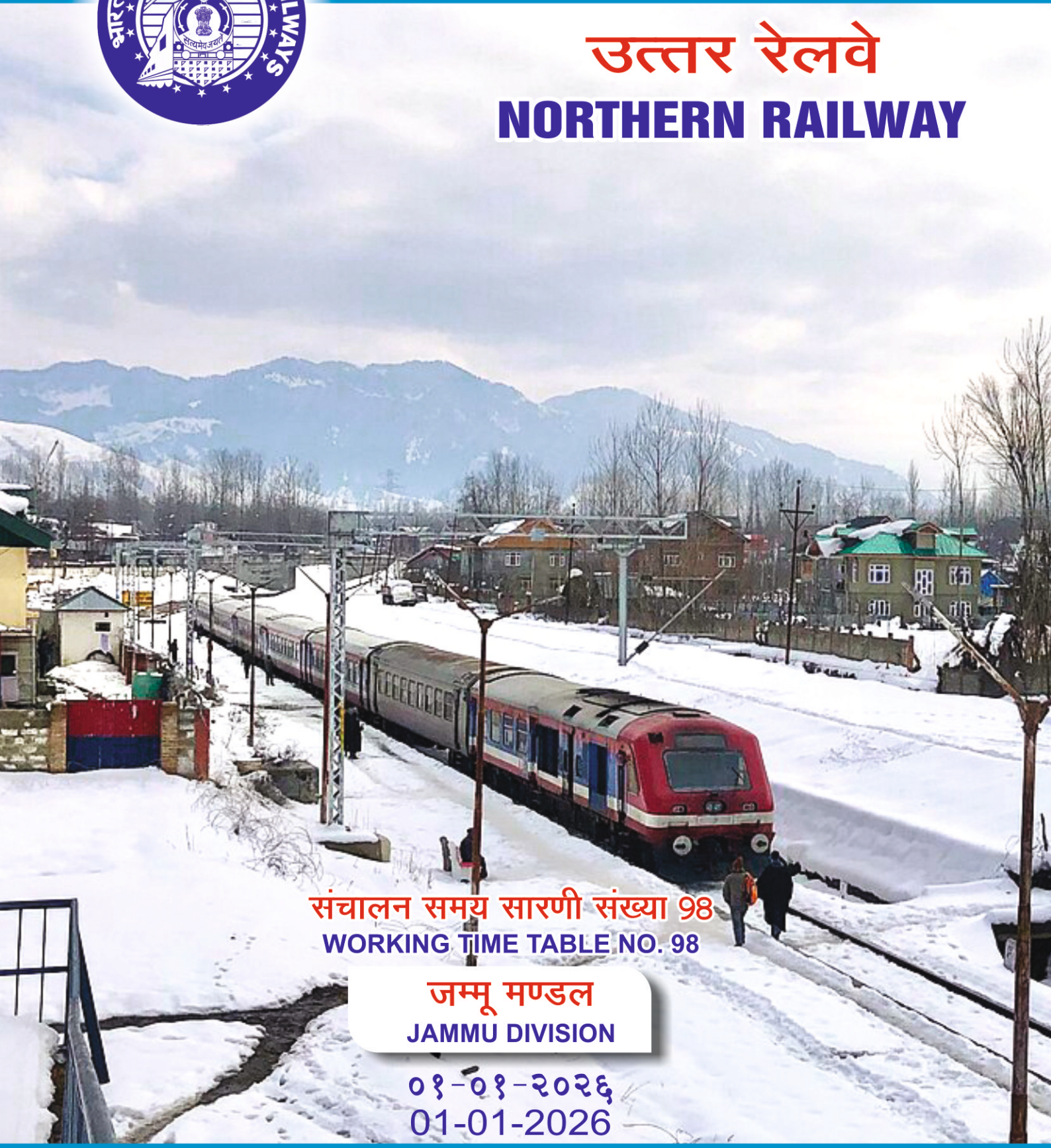
उत्तर रेलवे
NORTHERN RAILWAY



संचालन समय सारणी संख्या 98
WORKING TIME TABLE NO. 98

जम्मू मण्डल
JAMMU DIVISION

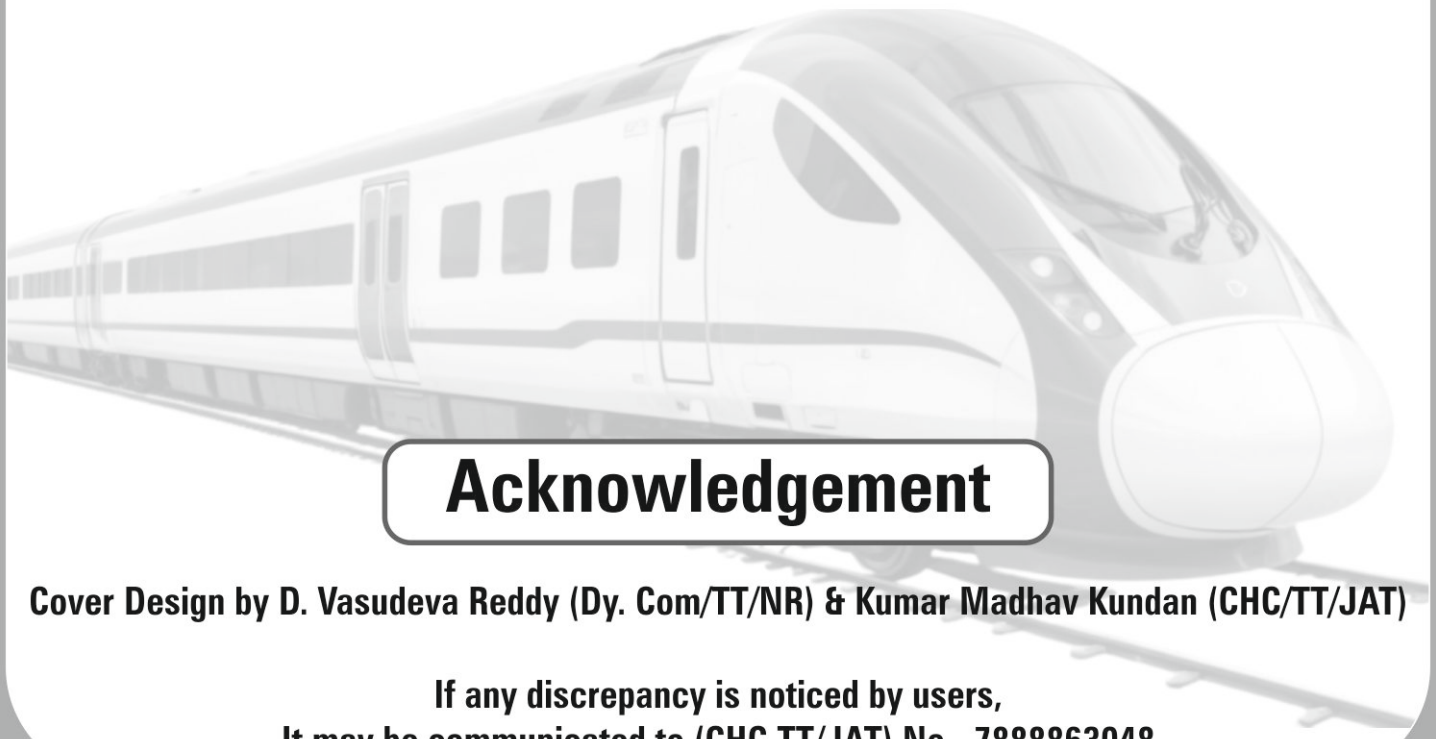
०१-०१-२०२६
01-01-2026

केवल सरकारी उपयोग के लिए
For official use only

सुरक्षा के सात सुनहरे सूत्र

- ड्यूटी पर जाने से पहने पूर्ण विश्राम करें।
- सावधान व्यक्ति ही संरक्षा का सर्वोत्तम साधन है।
- ड्यूटी पर रहते हुए केवल अपने कार्य पर ही ध्यान दें।
- नियमों का कड़ाई से पालन करें।
- निर्धारित विधिपूर्वक काम करें, शॉर्टकट खतरनाक होते हैं।
- संरक्षा का अन्त दुर्घटना का प्रारम्भ है।
- हर कीमत पर दुर्घटना को बचायें।

GAUGE	DIVISIONAL ROUTE KILOMETERS	RAILWAY ROUTE KILOMETERS	DIVISIONAL RUNNING KILOMETERS
Broad Gauge	577.96	7264.28	760.402
Meter Gauge	0	0	0
Narrow Gauge	164.31	260.85	164.31



Acknowledgement

Cover Design by D. Vasudeva Reddy (Dy. Com/TT/NR) & Kumar Madhav Kundan (CHC/TT/JAT)

If any discrepancy is noticed by users,
It may be communicated to (CHC TT/JAT) No. -7888863048

जम्मू मण्डल

JAMMU DIVISION

संचालन समय सारणी - 98

(दिनांक 01.01.2026 से लागू)

Working Time Table - 98

(with effect from 01.01.2026)

2026

डा0 मोनिका अग्निहोत्री
प्रमुख मुख्य परिचालन प्रबंधक

DR. MONICA AGNIHOTRI
Principal Chief Operations Manager

राजेश कुमार सिंह
मुख्य यात्री परिचालन प्रबंधक

RAJESH KUMAR SINGH
Chief Passenger Transportation Manager

आरिश बंसल
वरिष्ठ मण्डल परिचालन प्रबंधक

AARISH BANSAL
Sr. Divisional Operations Manager

CALENDAR

January 2026 To December 2026

January 2026

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February 2026

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March 2026

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April 2026

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2026

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

July 2026

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July 2026

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August 2026

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September 2026

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October 2026

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November 2026

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December 2026

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

PERSONAL-MEMORANDA

NAME.....

DESIGNATION.....OFFICE.....

GRADE.....BASIC PAY.....

DATE OF BIRTH.....PHONE NO. OFFICE.....

RESI.....

DATE OF PPOINTMENT.....

DATE OF PROMOTION.....

DATE OF INCREMENT.....

S.R.P.F.A/CNO.....INSURANCE POLICY NO.....

ACC / AC NO.....

INSURANCE POLICY NO.....

BANK A/C NO.....FDR NO.....

DRIVING LICENCE NO.....CAR KEY NO.....

CAR/SCOOTER REG. NO.....

REMINDER / RENEWAL.....

BLOOD GROUP.....

DATE OF LASTP M.E.....

PSYCHO TEST.....

REFRESHER.....

SAFETY CAMP.....

DETONATERS.....

FUSEE.....

COMP.CERTIFICATE UPTO.....

FIRST AID BOX.....

ADDRESS.....

INDEX

Chapter	Subject	PagNo
	Personal-Memoranda	1
1	Important Telephone/CUG numbers of control office	5
2	CUG/DOT/RLY Numbers of Stations	6-7
3	Traffic Inspectors beat and CUG Telephone nos.	8
4	Important train working authorities/Forms	9
5	Beats of ART/ARME/Break Down Crane	10
6	Instructions for Running Staff, Action to be taken in case dead body is found on track & operation of BMBS fitted freight trains	11-17
7	List of notice staions for issuing caution orders	17
8	Working of trains in ghat section, List of spring points and their locations, Tunnels on PTK-JDNX, JAT-SVDK Section and SVDK-BAHL section.	18-19
9	Definitions and Methods of presention of information	20
10	Various speed (IN KMPH) for ODC	21
11	Working of Lorries/Motor Troleys	22
12	Rulling gradient of JAT Division	23
13	Staion Index with operational facilities	24-29
14	Safity Circulars for Modified Automatic Signal	30
15	Precaution for train operation during FOG	30-32
16	Mail/Express Trains Running over JAT Divsion, DMU/MEMU/Conventional/NG Trains over JAT Division.	33-38
17	Maximum speeds of various wagons over JAT Division	39
18	Permissible speed of freight rolling stocks, Calculation of Gross Weight of Goods Train	40
19	Duties in Case of Accident	41
	MECHANICAL	
20	Silent feature of DSL & electric locos, maximum permissible tonnage with elect locos.	42-43
21	Particulars of Engines as regards Axle loads maximum permissible speed, weight tractive efforts, Speed permitted for various type of DSL Locomotives.	44-46
22	List of Fueling Points over Northern Railway	47
23	List of Watering stations over JAT Division	47
24	Duties of Driver when he notices any track defect during run	48-49
25	Procedure for Brake Continuity test on AIR Break Goods Stock & Checking of break	50
26	Flate Tyre Identityfication, measurement & maximum limit	51
27	Coaching Trains Examination	52

INDEX—concld.

Chapter	Subject	Page No.
28	Precaution to avoid rolling down of engine	52
29	Latest instructions for switching ON/OFF flasher lights	53
30	Items to be checked by loco pilots and guard before starting train	54
31	Operation of trains hauled by Electric/Diesel Locomotives during the flooding of tracks	55
	ENGINEERING	
32	Juridiction of Engineering officers and subordinats over JAT Division	56
33	Time kept for Corridor Blocks in JAT Division, Section wise Engg. Recovery time	57-58
34	List of over head structure with less than standard clearence	59
35	Precaution while passing defective Gate signal in ON possition	60
36	Time lost on speed restrictions	61
	ELECTRICAL	
37	Safety Precautions & Essential instructions for running, Electrical, C&W and operating Staff working in A.C. Traction area	62-63
38	Emergency Telephone socket location in Electrified area, Location of Tower wagon	64
39	Electrified section special warning signal boards	65
40	Overline structure under which 25KV AC OHE wires are running with less than Standard hight	65
41	Juridiction of AEE/DEE (TRD) JAT Division	66
	GENERAL	
42	Instructions for loading of FIR's in case of ACP/HPD	66
43	Action to be taken by the Railway Staff on board passenger train incase of fire	67
44	Unauthorised travelling on Roof and prevention there of	67
45	Precautions of to be taken for securing stable loads at Stations Yard/Running lines	68
46	Precautions of to be taken during storm/FOG in train working	69
47	Section wise list of Level Crossing over JAT Division	70-75
48	Jurisdiction of signal inspectors Carrage & Wagon Inspectors, commercial inspectors,	76-77
	Loco Inspectors, Post commander RPF and GRP over JAT Division	78

दुर्घटना को टालने का समय उसके होने से पहले है।

INDEX

Chapter	Subject	Page Nos.
	PASSENGER TABLES	79
	MAIN LINES	
1	Bhogpur Sirwal -Pathankot-Jammu Tawi	81-93
2	Jammu Tawi-Pathankot-Jalandhar City	94-105
3	Jammu Tawi-Martyr Captain Tushar Mahajan-Katra	107-109
4	Katra-Martyr Captain Tushar Mahajan-Jammu Tawi	110-111
5	Chhina-Pathankot	113-115
6	Pathankot-Chhina	116-117
	BRANCH LINES	
7	Katra-Banihal-Baramulla	118-120
8	Baramulla-Banihal-Katra	121-122
9	Pathankot-Joginder Nagar	123-125
10	Joginder Nagar- Pathankot	126-127
11	Trains cancelled during Foggy Weather, List of special TOD trains	128
12	List of special TOD trains	128
	Appendix	129

सुरक्षा नियम उतना ही महत्वपूर्ण है,

जितना आप उसे बना सकते हैं।

CHAPTER—1

IMPORTANT TELEPHONE/CUG NUMBER OF CONTROL OFFICE				
	Rly.	FCT	CUG	Fax
CHC(1/C)	—	—	9797791929	—
CHC(CHG)	—		7814901404	—
CHC(OPERATION)	—	2951931	7814901419	—
CHC(STOCK)	—	—	7814901419	—
CHC(TT)	—	—	7888863048	—
C&W CNL	—	2951674	7719700385	—
TPC CNL	—	2951943	9596756593	—
DMU SHED BDGM	—	—	9797532450	—
CPRC	—	2951937	9779234169	—
SIGNAL CNL	—	2951930	9056721747	—
TELECOM CNL	—	2951941	9596756576	—
MTS	—	2951911	7743005264	—
ELECT.CNL	—	2951906	9056713317	—
COMML.CNL	—	2951940	7888839911	—
COA Server Room	—	2951969	9501133622	—
R.P.F.CNL	—	29519627	9596758340	—

सतर्क रहें, कर्मचारी सुरक्षा का सर्वोत्तम साधन है।

CHAPTER-2

IMPORTANT TELEPHONE NOS. AT STATIONS					
S.No.	**Stations**	**CUGNo.**	**STD Codes**	**DOT**	**Rly.**
SHRI MATA VAISHNO DEVI KATRA-JAMMUTAWI-PATHANKOT					
1	Katra (SS)	7814281216	1991	234875	45282
2	Katra(TD)	7814281176	—	234876	46350
3	Chakrakhwal	9596937979	—	—	46351
4	MCTM UDHAMPUR(SS)	9906394722	—	—	—
5	MCTM UDHAMPUR(TD)	7814281225	1992	7717306616	43520
6	Ram Nagar J&K	9419922139	1992	200613	43519
7	Manwal	9419477139	0191	2135163	43518
8	Sangar	9469796301	0191	2130060	43517
9	Bajalta	9469795201	0191	2130059	43516
10	Jammut Tawi (SS)	9797532932	0191	2470301	42802
11	Jammu Tawi (Dy.SS)	7888826052	—	—	42810
12	Jammu Tawi (TD)	9797532933	0191	2470301	42820
13	Bari Brahman	9797532946	1923	220204	43503
14	VijayPur Jammu	9469792801	1923	204620	43504
15	Samba	9469796401	1923	217032	43505
16	Ghagwal	9469794301	1922	213072	43506
17	Hira Nagar	9469794601	1922	215004	43507
18	Chhan Arorian	9469793601	1922	210004	43508
19	Budhi	9469795101	1922	205002	43509
20	Kathua	7888825823	1922	234791	43510
21	Madhopur PB.	6283287279	1870	2200350	62808
22	SujanPur	7888825980	0186	2242376	62816
23	Bharoli	7888825826	0186	2341573	62814
24	Pathankot (SS)	9779232975	0186	2220417	62802
25	Pathankot (Dy.SS)	9779232976	—	—	62810
26	Pathankot (TD)	7888825850	0186	2230175	62830
PATHANKOT CANTT-BHOGPUR SIRWAL					
1	Pathankot Cantt (SS)	9779232981	0186	220320	62812
2	Pathankot Cantt (Dy.SS)	7888825826	0186	2251594	62838
3	Kandrori	6283287247	1893	245859	62836
4	Mirthal	6283287248	0186	2267660	62835
5	Bhangala	7888825831	1883	234686	62834
6	Mukerian	—	1883	244023	62833
7	UnchiBassi	7888825878	—	9464596243	62832
8	Dasua	7888825867	1883	285028	62831
9	Khudda Kurala	7888825860	1886	267168	32867
10	Tanda Urmar	7888825854	1886	222025	32866
11	Cholang	7888825858	1886	275031	32865
12	Bhogpur Sirwal	—	0181	2722184	32864
CHHINA—PATHANKOT					
S.No.	**Stations**	**CUG No.**	**STD Codes**	**DOT**	**Rly.**
1	Chhina	7888825929	1874	267042	73319
2	Dhariwal	7888825833	1874	275142	73320
3	Gurdaspur	—	1874	220922	73321

IMPORTANT TELEPHONE NOS. AT STATIONS—Contd.					
4	Dina Nagar	—	1875	220034	73323
5	Jakolari	7589123950	0186	2265733	62851
6	Sarna	7626049240	0186	2346179	62850
REAI— BANIHAL—BARAMULLA					
S.No.	**Stations**	**CUG No.**	**STD Codes**	**DOT**	**Rly.**
1	REAI	—	1991	292147	47151
2	BAKK	9541942346	—	—	47300
3	DUGA	9541942347	—	—	47500
4	SWKE	9541942348	—	—	47700
5	SGDN	9717593198	—	—	80119
6	SMBR	8821905019	—	—	80118
7	KARI	8699593203	—	—	80117
8	Banihal	9797791927	—	9419024756	80116
9	Qazigund	9103276608	—	9419024803	80115
10	Sadura	9797791924	—	9419024835	80114
11	Anantnag	9797791925	0193	2228243	80113
12	Bijbehara	8447309185	—	9419025378	80112
13	Panzgam	9541299254	—	9419024814	80111
14	Avantipura	9697979286	—	9484347292	80110
15	Kakapora	9469893097	—	9484347287	80109
16	Pampore	9484347293	—	9484347293	80108
17	Sri Nagar	9797532936	0194	2315167	80107
18	Budgam	9797791923	01951	255164	80106
19	Mazham	9484347291	—	9484347291	80105
20	Pattan	9484347524	—	9484347524	80104
21	Hamre	9419025213	—	9419025213	80103
22	Sopore	—	—	—	80102
23	Baramulla	9797791920	01952	238110	80101
PATHANKOT—JOGINDER NAGAR					
1	Dalhousi Road	788882583	1870	250460	—
2	Nurpur Road	—	1893	227610	—
3	Talara	—	1893	274720	—
4	Jawanwala Shahar	—	1893	264736	—
5	Harsar Dehri	—	1893	253433	—
6	Nagrota Suriyan	—	1893	265037	—
7	Guler	—	1970	265228	—
8	Jawalamukhi Road	—	1892	269425	—
9	Kopar Lahar	—	1892	268546	—
10	Kangra	—	1892	265026	—
11	Nagrota	—	1892	252279	—
12	Palampur	—	1894	239010	—
13	Baijnath Paprola	—	1894	242921	—
14	Ahju	—	1908	251640	—
15	Joginder Nagar	—	1908	222088	—

CHAPTER—3			
TRAFFIC INSPECTORS BEAT AND TELEPHONE NUMBERS			
S.No.	TI'sHead Quarter	Beat	CUG No.
1	TI- I BDGM	KAPE- SGDN (Both Incl..)	9716484786
2	TI-II BDGM	KAPE-BRML (KAPE Excl.)	9797791921
3	TI-I/JAT	JAT to SGDN (Both Excl.)	8699597894
4	TI/2-JAT	KTHU (Incl.) and JAT (incl.)	7888852072
5	TI-PTK	PTK (Incl.) and CHN (Incl.) PTK to NUPR (Both incl.) PTKC to KTHU , (Both Excl.)	9779232982
6	TI-PTKC	BPRS to PTKC PTKC-PTK (PTK Excl.)	9779232974
7	TI-NGRT	NUPR to JDNX (NPUR Excl.)	9805032230

सतर्क रेलवे कर्मचारी ही सबसे बड़ा सुरक्षा उपकरण है।

CHAPTER—4

IMPORTANT TRAIN WORKING AUTHORITIES

Standardization of Operating Forms on Indian Railways — Annexure-1

Sr.No.	Description	OldFormNo.	NewForm No.	Colour
1	Signal & Telecommunication disconnection/Reconnection notice	SI-4	S & T (T/351)	Black
2	Advance Authority to pass defective signals	OPT-373	T/ 369(1)	Blue
3	Authority to passsignals in 'ON' or defective position	OPT-373	T/ 369-3B	Blue
4	Caution order.	OPT-80	T/ 409	Green
5	"NIL"Caution order	OPT-80B	T/A 409	Green
6	Reminder caution order		T/B 409	Green
7	Train Examination Advise/Report	C&W-61	T/ 431	Black
8	Authority to receive a train on anobstructed line	OPT-374	T/ 509	Blue
9	Authority to start from a Nonsignaled line	OPT-30	T/ 511	Blue
10	Authority to start from a line with common starter signal	OPT-30	T/ 512	Blue
11	Authority to proceed for Relief Engine/Train into an occupied Block Section	OPT-3 & OPT-4	T/A 602	Red
12	Authority for Opening Communication during total interruption of Communication on Single line Section.		T/B 602	Red
13	Authority for Working of Trains during Total Interruption of Communicationon Double Line Section.		T/C 602	Red
14	Authority for Temporary Single Line Working on Double Line Section		T/D 602	Red
15	Line Clear Inquiry Message asking Line Clear for Despatch of during Total Failure of Communication on Single Line Section.		T/E 602	Red
16	Conditional Line Clear Message		T/F 602	Red
17	Conditional Line Clear Ticket (Up)		T/G 602	Red
18	Conditional Line Clear Ticket (Down)		T/H 602	Red
19	Message on Restoration		T/I 602	Red
20	Written Pemission by Guard to Driver to Proceed to next Station from Section		T/ 609	Blue
21	Shunting Order	OPT-79	T/ 806	Blue
22	Authority to Pass Automatic/ SemiAutomatic/ Manually Operated/ Gate Signals	OPT-188&OPT-189	T/A 912	Blue
23	Authority to Proceed without Line Clear on Automatic Block Signalling Territory	OPT-190&OPT-191	T/B 912	Red
25	Authority to Proceed on Automatic Block System during prolong Failure of Signals	OPT-192&OPT-193	T/D 912	Red
26	Train Intact Arrival Register	TM-110	T/ 1410	Black
27	Line Clear Inquiry Message (Outward/Inward)	0P/TM-118,119, 122,123,124&125	T/A 1425	Black
28	Paper Line Clear Ticket (Dn)	OP/TM-119	T/D 1425	Blue
29	Paper Line Clear Ticket (Up)	OP/TM-118	T/C 1425	Blue
30	Trolley/Lorry/OHE Ladder Trolley Notice		T/ 1518	Black
31	Motor Trolley Permit		T/ 1525	Blue
32	Machine Following Permit		T/ 465	
33	Autohority to receive a train on nonsignalled line		T/ 510	

Note.—As a temporary measure the caution order may be issued on the white paper with a green band diagonally across the form

CHAPTER- 5	
BEATS OF BD CRANES/ARTS OVER JAT DIVN	
CRANE	**BEAT**
PTK 140 T DSL CRANE/ART	PTK-CHNR
	PTK-BPRS
	PTK-BAT(Excl.)
JAT TOOL VAN (C-CLASS)	JAT YARD
PTK NG/ART	PTK-JDNX
BJPL NG/ART	PTK-JDNX
SVDK ART, 140-T CRANE (A CLASS)	SVDK-JAT-CKDL (Incl.)
	SVDK-BAHL(Excl.)
ARME-SCALE-2, ART BDGM (A CLASS)	BAHL-BRML

सुरक्षा का अंत होता है, दुर्घटना शुरू होती है।

ओवर शूटिंग से बचने के लिए उपाय

(क) लॉबी इंचार्ज को ड्राइवर को बुक करने से पहले निम्निलिखित बातो का ध्यान रखना चाहिए

1 किसी भी ड्राइवर को बिना आराम किए हुए ड्यूटी पर नहीं बुलाना चाहिए
2 किसी भी ड्राइवर से 10 घंटे से अधिक ड्यूटी नहीं लेनी चाहिए
3 उन ड्राइवर को ड्यूटी पर बुक नहीं करना चाहिए जो की अवधीकी स्वास्थ्य परीक्षण, सेफ्टी कैंप वी रिफ्रेशर ओवर ड्यू हो ।
4 किसी भी ड्राइवर को सेक्शन का लारिंग रोड के बिना बुक नहीं करना चाहिए
5 सबी ड्राइवर को ब्रेथ एलाजर टेस्ट ड्यूटी साइन एवं साइन ऑफ के समय करना चाहिए
6 सभी ड्राइवरो को बुक करने से पहले सेफ्टी सर्कुलर एवं सभी हिदायतें भी नोट करवानी चाहिए
7 ड्राइवर को बूक करते समय सुनिश्चित करें कि उसके पास निर्धारित सरंक्षा उपकरण उपलब्ध हैं।

(ख) ड्राइवरो के लिए हिदायतें

1 ड्राइवर जब ड्यूटी पर आयें तो पूर्ण विश्राम करके आयें ।
2 ड्राइवर ड्यूटी पर आये तो अल्पाहार/ भोजन करके आयें|
3 ड्राइवर जब ड्यूटी पर आयें तो मेडिकल एडवाइज के अनुसार दोनों चश्मे साथ लायें|

(ग) **गाड़ी चलाने से पहले**

1 गाड़ी चलाने से पहले ड्राइवर सुनिष्चित करेगा की लोको के सभी ब्रेक वर्किंग हलत में है
2 ड्राइवर अपनी गाड़ी को उचित प्राधिकार के बिना नहीं चलाएगा
3 गाड़ी चलाने से पहले यह सुनिष्चित करेगा की वेकुम् या एयर प्रेसर पूरी गाड़ी में है या नहीं

(घ) गाड़ी चलाने के दौरान

1 ड्राइवर किसी अनाधिकृत व्याति को लोको का चार्ज नहीं देगा और न ही अनाधिकृत व्यति को इंजन पर चढ़ने देगा
2 ड्राइवर किसी भी हलत में निर्धारित रनिंग टाइम का उल्लंघन ही करेगा
3 ड्राइवर पहले ब्लॉक सेक्शन में ब्रेक फील टेस्ट करेगा
4 ड्राइवर खराब वेक्राम/एयर ब्रेक की रिपोर्ट पहले रुकने वाले स्टेशन पर करेगा
5 ड्राइवर ऑल राइट सिग्नल गार्ड एवं स्टेशन स्टाफ के साथ एक्सचेंज करेगा
6 ड्राइवर सी/फा बोर्ड तब तक लगतार सीटी बजायेगा जब तक की गेट पार ना कर ले
7 ड्राइवर एवं सहायक ड्राइवर दुआरा सिग्नल का काल आउट जोर से करना चाहिए

(ड) ड्राइवरो के लिए हिदायतें (साइन ऑफ के समय)

1 साइन ऑफ के बाद ब्रेथ एनालाइजर टेस्ट करना चाहिए
2 ड्राइवर को इंजन अमानवित नहीं छोडना चाहिए जबकी ड्यूटी पर हो ।
3 साइन ऑफ के समय सिग्नल दृश्यता ट्रैक की खारबिया और अन्य ट्रुतियां लॉबी इंचार्ज को लिख कर बतानी चाहिए

E.fileno.14634
signed
Electrical Department
HQ Office, Baroda House,
New Delhi.
Dt. As
Sub: - Operation of Tractive Effort Limiting Switch.
High Horse Power locomotives are being introduced for operation over NR with the stipulation that the maximum tractive effort of each loco should not exceed 30T over the bridge having TE board as listed by the bridge department and it should be limited by operating the TELS switch.
In view of the above, it is requested that the following instructions should be incorporated into Working Time Table under Chapter 06 Instruction for Running Staff "Whenever the train is hauled by the HHP locos, the crew shall operate the TELS switch to limit the tractive effort of the locomotive while approaching bridges with TE boards.

Sub: Operation of Tractive Effort limiting switch.
Ref: Dy. CME O&F E file No.-14634 dated: 22.08.2023.(Copy attached)
With reference to above, it is to inform that High Horse Power Locomotives are being introduced for operation over NR with stipulation that maximum tractive efforts of each loco should not exceed 30T over the bridge having TE board as listed by the bridge department and it should be limited by operating the TELS switch. Division may kindly ensure to incorporate the following instruction into Working Time Table under chapter 06 "instruction for Running Staff".
"Whenever the train is hauled by the HHP locos, the crew shall operate the TELS switch to limit the tractive effort of the locomotive while approaching bridge with TE boards.

Operation of BMBS fitted freight trains

Ref: i) Railway Board letter No. 2017/Elect(TRS)/113/Safety Misc. dated 11.09.2017
ii) RDSO letter no. MW/APB/BMB dated 23.07.2022
iii) RDSO letter no. MW/APB/BMB/KNORR dated 31.12.2022
iv) Railway Board letter no. 2022/M(N0/60/3 (E-3387858) dated 17.01.2023

1. Crew should be extra vigilant during operation of freight trains with more than 50% wagons with BMBS. Crew should invariably conduct Brake feel/Brake power test as per norms.

2. In case crew observes lesser brake force and inconsistent braking distance during run, matter should immediately be reported to control organization to arrange TXR staff.

3. BMBS rakes provided with twin brake system, brake will release very quickly as compared to the release time for conventional single pipe air brake trains.

4. To achieve desired control over the train, while applying brakes to minimum reduction or service application, A-9 handle has to be kept in the applied position for a longer time compared to a single pipe brake system.

5. To control the loaded trains (more than 3000T), minimum 1Kg/cm2 Brake Pipe pressure should be dropped. RG/Dynamic brake may also be used as per requirement.

6. In case, it is felt that train is not getting controlled, with full service brake through A-9, then crew shall apply Emergency Brakes through A-9 as well as RS/D-1 emergency flap valve should be opened immediately.

7. During application of emergency brakes, pressing of PVEF/pulling of Ball-off ring should be avoided.

8. Speed limit for operation of loaded freight trains with more than 50% wagons with BMBS:-

Gradient	Maximum Speed
Level	**60 Kmph**
Down Gradient - 1:200 to 1:149	**50 Kmph**
Down Gradient - 1:150 to 1:100	**40 Kmph**
Down Gradient – More than 1:100	**30 Kmph**

9. The speed limits mentioned above are the general guidelines. Specific speed restrictions shall be suitably advised to the Loco Pilots and displayed in lobbies by the divisions.

10. Train Manager should be called through Walkie-Talkie set or any other means to apply emergency brake immediately from brake van also. Proper functioning of Walkie-Talkie sets should be ensured.

11. After completion of trip, crew must book BMBS irregularities related to poor brake power etc. in CMS.

Calling out of Signal by LP and ALPs

Calling out of signals by LP and ALP is very important to keep them attentive while on run. Therefore, running staff should call out the signal aspect in the manner given below:

i) ALP should call out signal aspect loudly by indicating the station name, signal name or number (in case of automatic signal) along with its aspect with HAND GESTURE (Raising hand pointing towards signal) to attract the attention of Loco Pilot for ensuring his/her alertness. LPs should also call out signal aspect in same manner.

ii) Minimum frequency of call out of signals should be ensured as given below:

a) Green aspect of signal should be called out by the crew once.

b) Double Yellow aspect of signal should be called out by the crew twice.

c) Single Yellow aspect of signal should be called out by the thrice.

d) Red Aspect of signal should be called out by the crew frequently - minimum five times

iii) In EMU/MEMU/DEMU trains where no ALP is booked, LP should invariably call out signal aspect as above (i) & (ii).

iv) CVVRS/Cab recording has been provided in many locos. Divisions should scrutinize the footage/recording on random basis. BOs should personally ensure that on an average, atleast five footage/recording per day of different crew of different lobbies are analyzed.

v) LPs/ALPs should be identified who are not calling out signal aspect in proper manner. These identified LP/ALPs should be taken out from assigned duty and D&AR action should be initiated. Competency of these staff should be again verified by the BOs.

WORKING OF BANKING ENGINES

1. Engine Brakes: Every engine working on Ghat Section must have the provision of Air brake/ Vacuum brake in good working order. The hand brake of all engines working in Ghat section must be in proper working order. Dynamic brake/RG brake, if provided, should be in working order.

2.Sand Boxes :- Dry, sharp sand not mixed with clay, is essential on all Ghat sections and Loco Pilots must see that their sand boxes are full and sanding gear is in working order.

3. Co-ordination:- Co-ordination between the Loco Pilot of leading engine and Banker engine will be maintained through prescribed whistle codes, Walkie-Talkie and other means of communication as per norms.

4. Caution Order:- Caution Order intended for the Guard shall, before being handed over to the Guard be shown to the Loco Pilot/Loco Pilots of banking engine/engines and his/their signature/ signatures obtained in token of his/their having gone through the speed restrictions and understood its contents.

5. Operation of Banking Engine:-

a) When a banking engine has to return to the starting station after assisting the train upto the top of the grade without actually going to the next station:

i) The banking engine will be placed in rear of the train, but not coupled to it.

ii) BP & FP hoses of Banker loco shall not be coupled with the rear most vehicle.

iii) After receiving the starting signal, the LP of train engine will whistle in the usual way and will not start until a responding whistle is received from the banking engine which shall then commence to push the train before the train engine Loco Pilot starts the train.

iv) After assisting the train to the top of the grade, the banking engine will proceed back to the starting station. While returning back, it shall come to a stop at the first stop signal of the opposite line or the last stop signal of same line whichever comes across first and shall remain there until the SM authorizes its admission either by lowering of fixed signals or by issue of an authority to pass it in 'ON' position.

b) When a banking engine has to assist the train upto next station

i) The banking engine will be coupled in rear of the train.

ii) BP & FP hoses of banking loco shall be coupled with the rear most vehicle.

iii) Train running with banking loco should have air pressure continuity up to the banking engine. However, creation of BP/Vacuum by banking engine should be isolated to prevent sluggish brake application.

6. Starting a Train - When a train with banking engine is ready to start, the leading engine must whistle first. Loco Pilot of banking engine will accelerate first, giving prescribed whistles code as a signal to all other engine to accelerate in turn, starting from the rear.

7. In case of any emergency, Loco Pilot of the banking loco will take action to stop the train as per extant instructions.

सतर्कता आदेश पढ़ने और गति प्रतिबंधों का पालन करने के लिए बरती जाने वाली सावधानियाँ

सुरक्षित ट्रैन परिचालन हेतु गति प्रतिबंधों का पालन करना अनिवार्य है। इनके अनुपालन में किसी भी प्रकार की ढिलाई के बहुत ही गंभीर परिणाम हो सकते हैं। गति प्रतिबंधों का ठीक से पालन करने के लिए, चालक दल को निम्नलिखित निर्देशों का पालन करना चाहिए:

अ . यात्रा शुरू करने से पहले:

1. चालक दल को सतर्कता आदेश प्राप्त होने पर यह सुनिश्चित करना चाहिए कि सतर्कता आदेश उसकी गाड़ी के लिए ही है ।

2. चालक दल को सतर्कता आदेश को गहनता से पढ़ना और समझना चाहिए । यदि कोई लोको पायलट सतर्कता आदेश को समझने में असमर्थ है, तो वह Road side स्टेशन पर स्टेशन मास्टर को और नोटिस स्टेशनों पर गार्ड को समझाने के लिए कहेगा।

3. गति प्रतिबंधों का ट्रेन की आवाजाही की दिशा में भौगोलिक क्रम में उल्लेख किया जाता है । गलती से इस क्रम का उल्लंघन हो सकता है। इसलिए इस पहलू की सावधानीपूर्वक जांच की जानी चाहिए ।

ब . यात्रा के दौरान:

1. ब्लॉक सेक्शन में प्रवेश करते समय, ALP को अगले ब्लॉक सेक्शन में लागू गति प्रतिबंधों के बारे में ब्लॉक सेक्शन के नाम, किमी संख्या और निर्धारित गति को उच्च स्वर में दोहराना चाहिए । यदि ब्लॉक अनुभाग में कोई गति प्रतिबंध नहीं है, तो भी इसे नियमित अभ्यास बनाने के लिए ALP दोहराएगा कि ब्लॉक सेक्शन में कोई गति प्रतिबंध नहीं है। LP भी इस पर अपनी स्वीकृति देगा।

2. लघु अवधि के गति प्रतिबंध के लिए सतर्कता संकेतक बोर्ड, स्पीड बोर्ड और "टी" बोर्ड लगाने की आवश्यकता नहीं होती है। इसलिए ALP आने वाले गति प्रतिबंध के विषय में LP को दो किलोमीटर की दूरी व एक किलो मीटर की दूरी पर सतर्क करेगा ।

3. LP एवं ALP इंजीनियरिंग संकेतकों को जोर से पुकारेंगे ।

4. LP आने वाले इंजीनियरिंग संकेतकों को Call out करेगा तथा ब्रेक लगाएगा।

5. यदि LP ट्रेन की गति को नियंत्रित करने के लिए कोई सकारात्मक कर्यवाही नहीं कर रहा है, तो ALP आपातकालीन ब्रेक लगाएगा।

स. यात्रा के बाद:

1. यदि परिचालन के दौरान गति प्रतिबंधों से सम्बंधित कोई अनियमितता मिलती है, तो चालक दल "साइन ऑफ" के समय अनियमितता को CMS में दर्ज करेगा।

ACTION TO BE TAKEN IN CASE OF DEAD BODY IS FOUND ON OR NEAR THE TRACK:

Instructions as per para 713b(i) of chapter 7o accident manual are to be followed:

When a dead body is found on near the track by any railway servant or by the staff of a subsequent train, the main requirement is to keep the evidence intact, specially the finger prints. Handling of the dead body by many people should avoided as the finger prints which may be available near the scene of occurrence may disturbed. Similarly, the dead body should not be removed until the arrival of the police as the chances of some clues which may lead to detection may be interfered with. However, to clear the line for the movement of subsequent train, the body may be removed from the line, but in doing so, the movement should be the minimum requirement.

CHAPTER—7

"NOTICE STATIONS"

FOR ISSUING CAUTION ORDERS VIDE APPENDIX 'A'OF G&S RULES BOOK

PTK-JAT	Pathankot & JammuTawi
CHN-PTK	Pathankot
JDNX-PTK	Joginder Nagar, Pathankot
BPRS-PTK	Pathankot
BPRS-PTKC-BHRL (Chord) JAT	JammuTawi
JAT-SVDK	JAT,SVDK
SVDK-BRML	Banihal, BDGM, BRML

ट्रैक विफलता के दौरान किसी भी गतिविधि की अनुमति देने से पहले ट्रैक का व्यक्तिगत सत्यापन अनिवार्य है।

CHAPTER-8
RULES RELATED WORKING OF TRAIN SO FGHAT SECTIONS

Rules of Ghat Section working.

The staff must be in possession of valid Ghat competency certificate. Ensure that the train equipments and safety equipments are

(a) complete.

(b) Ensure train is correctly marshalled and continuous brake power is there.

(c) TXR,Driver&Guard must test the Vacuum/Airpressure of each vehicle of train before its departure.

(d) When train is stopped outside for more than 15 Minutes, all the precautions should be taken for preventing the train from rolling down.

(e) No roof Riding, foot board travelling is premitted. A special precaution on down gradient and sharp curve must be observed when roof Riding/foot board travelling is noticed by issuing S/R of 20 KMPH.

(f) JAT-UHP Section :— AS 70% of the Section has steep gradient of 1 in 100, continuously for long length in all the block sections, after departure of an UP goods train from a station, tralling point shall be set for loop line and far end point to dead end so as to arrest any parted (rolling back) vehicle from the block section. Loop line will be kept free till the train reaches next station. The condition can be dispensed with if up GoodsTrains is provided with a banker.

LIST OF SPRING POINTS AND THEIR LOCATION IN JAT DIVISION

Name of Stations	***Location***
1. Nurpur	K-1Slip Siding
2. Jawaanwala Shahar	K-I Slip Siding
3. Jawala Mukhi Road	K-3 Slip Siding
4. Kopar Lahar	K-1 Slip Siding
5. Kangra	K-1&K-4Slip Siding
6. Sarna	fanshaped points
7.palmpur (himachal)	K-1Slip Siding
8 Nagrota	K-1Slip Siding
9. Joginder Ngr.K-1 & K-5, Slip Sliding K-1,K-4	K-1Slip Siding Catch siding
10.Ahju	K-1&K-4 Slip Siding
11.Hoshiarpur	K-10 has Slip Siding
12.Pathankot	fanshaped points
14. Bharoli	fanshaped points

TUNNELS ON PTK-JDNX SECTION

Sr. No.	Section	Location	Name of tunnel	Height oabove Rail level in mt	Remarks
1	Pathankot-Joginder Nagar	ATK.M.86.83		5.791	
2	-do-	AT K.M.93.33		5.791	

TUNNELS ON JAT-MCTM-SVDK SECTION

S.No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No.1	2.05	2.639	0.589	1.125	Straight
2	Tunnel No.2	2.929	3.414	0.485	1.125	Straight
3	Tunnel No.3	8.134	8.479	0.345	F1 in 100	Straight
4	Tunnel No.4	13.969	14.794	0.825	R1 in 100(C)	Curved 4 degree
5	Tunnel No.5	14.845	15.188	0.343	R1 in 100(C)	Straight
6	Tunnel No.6	15.333	15.457	0.124	R 1 in 100(C)	Straight
7	Tunnel No.7	15.678	18.122	2.444	R 1in 100(C)	Straight
8	Tunnel No.8	19.06	19.941	0.881	R 1 in 100(C)	Straight
9	Tunnel No.9	20.743	21	0.257	F 1 in 120	Straight
10	Tunnel No.10	24.051	24.113	0.062	Level	Curved 1 degree
11	Tunnel No.11	25.148	25.208	0.06	Level & R 1in100	Straight
12	Tunnel No.12	25.57	25.79	0.22	R 1 in 100(C)	Straight
13	Tunnel No.13	26.92	27.05	0.13	R 1 in 100(C)	Straight
14	Tunnel No.14	35.325	35.49	0.165	R 1 in 100(C)	Straight
15	Tunnel No.15	35.369	36.659	1.29	R 1 in 100(C)	Curved 4 degree
16	Tunnel No.16	37.969	39.165	1.196	R 1 in 100(C)	Curved 4 degree
17	Tunnel No.17	39.371	39.52	0.149	R 1 in 100(C)	Straight
18	Tunnel No.18	39.587	40.226	0.639	R 1 in 100(C)	Curved 5 degree
19	Tunnel No.19	40.538	40.853	0.315	R1 in 100(C)	Curved 5 degree
20	Tunnel No.20	42.431	42.7	0.269	R 1 in 100(C)	Curved 5 degree
21	Tunnel No.21	54.689	54.975	0.286	R 1.100	Curved 5 degree
22	Tunnel No.22	55.153	55.319	0.166	R 1.112	Curved 2.75 degree
23	Tunnel No.23	55.337	58.457	3.12	R 1.104	Curved 2.75 degree
24	Tunnel No.24	59.877	61.412	1.535	R 1.160	Curved 2 degree
25	Tunnel No.25	65.445	67.942	2.497	R 1.101	Curved 1 degree
26	Tunnel No.26	68.95	69.447	0.497	R 1.100	Straight
27	Tunnel No.27	70.141	71.137	0.996	R 1.100	Curved 2.75 degree
28	Tunnel No.28	71.463	71.403	0.06	R 1.500	Straight
29	Tunnel No.29	72.845	73.153	0.308	R 1.150	Curved 1 degree
30	Tunnel No.30	76.512	76.948	0.436	R 1.100	Curved 3.35degree
31	Tunnel No.80	152.500	163.715	11.215	R 1.100	Curved 3.35degree

TUNNELS ON SVDK-BAHL SECTION						
TUNNELS BETWEEN SVDK-REASI						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 31	79/724.000	81/210.949	1486.949		
2	Tunnel No. 32	81/504.000	82/473.049	969.049		
3	Tunnel No.33	83/172.434	86/381.434	3209		
4	Tunnel No. 34	86/438.496	91/537.248	5098.752		
5	Tunnel No. 35	92/321.215	95/328.248	3007.033		
TUNNELS BETWEEN REASI-BAKKAL (SALAL-A)						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 36	96/402.408	102/343.848	5941.44		
TUNNELS BETWEEN BAKKAL-DUGGA						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 37	104/341.348	108/834.348	3493		
2	Tunnel No. 38	108/958.348	109/646.348	688		
3	Tunnel No. 39	109/721.883	110/731.800	1009.917		
4	Tunnel No. 40	110/778.677	111/610.114	831.437		
5	Tunnel No. 41	111/680.766	113/807.914	2127.148		
TUNNELS BETWEEN DUGGA-SAWALKOTE						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 42	114/171.454	123/445.454	9274		
TUNNELS BETWEEN SAWALKOTE-SANGALDAN						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 43	123/824.454	130/116.137	6291.683		
2	Tunnel No. 44	130/220.137	141/350.535	11130.398		
TUNNELS BETWEEN SANGALDAN-SUMBER						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 45	142/292.817	145/025.458	2732.641		
2	Tunnel No. 46	145/540.974	147/081.272	1540.298		
3	Tunnel No. 47	147/459.594	148/115.879	656.285		
4	Tunnel No. 48	148/207.403	150/449.825	2242.422		
5	Tunnel No. 49	150/492.380	160/670.702	10178.322		

TUNNELS BETWEEN SUMBER-KHARI						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 50	161/981.615	174/756.489	12774.874		
2	Tunnel No. 51	174/794.989	175/063.089	268.1		

TUNNELS BETWEEN KHARI-BAHL						
S. No.	Tunnel No.	From	To	Total Length in KM	Gradient	Alignment
1	Tunnel No. 52	175/807.529	184/417.736	8610.207		
2	Tunnel No. 53	184/532.736	187/245.712	2712.976		
3	Tunnel No. 54	187/379.712	188/285.033	905.321		
4	Tunnel No. 55	188/494.558	189/231.033	736.475		
TUNNELS BETWEEN BAHL-QUAZIGUND						
1	Tunnel No.80	152.500	163.715	11.215	R 1.100	Curved 3.35degree

CHAPTER-9

DEFINITIONS AND METHODS OF PRESENTATION OF INFORMATION

1 Trains run through stations against which the time of departure only is given. The time of running through D&DK class stations Is not shown.

2 "A","B","C"or"DK"against a station denotes the class of station for purpose of line clear working, reception and dispatch of trains. Stations not so marked are"B"class stations,"C"or"A"against a"DK"class stations indicate station where the key is kept.

3 **Maximum Speed of Passenger trains. :** Unless instructions not to exceed a lower speed are otherwise notified the Maximum speed passenger carrying trains will be as follows :-

B.G.:-(a) Fitted with automatic airbrake throughout-130 K.M.P.H.

(b)Not fitted with automatic brake throughout-50 K.M.P.H

4 **Maximum Permissible:** - This is the maximum speed of section authorized by the Additional Commissioner of Railway Safety for different sections which must not be exceeded under any circumstances. It is determined by the conditions of track of the section and type of locomotive used.

5 **Minimum Running time:** This is the minimum time for a train running through stations worked out on the passof maximum permissible speed at which the locomotive is permitted to run on the section and takes into account the permanent engineering and other restriction, which a Driver must observe rigidly.

6 **Time allowance for acceleration and deceleration for Mail, Express and Passenger trains:** The minimum running time shown in the time allowance for acceleration and deceleration of train. For the trains starting and stopping at station, therefore acceleration and deceleration time allowances should be added to the minimum running time as below:-

7 **Time allowance for acceleration and deceleration for Mail, Express and Passenger trains Is :-** Acceleration:- Two minutes, Deceleration- one minute

Note:-(i) For EMU/MEMU trains time allowance for starting/stopping 15 sec. each.

(ii) For DMU trains time allowance for starting & stopping is 30 sec. each.

8 **Recovery time for Temporary** and **Permanent engineering restrictions**:

(a) To meet the loss of time on account of various temporary engineering restrictions recovery time normally allowed in the end of the engine run. This allowance is given in the foot not es appearing in the timings pages.

(b) Time for permanent engineering restrictions is allowed at site and added to the running time between the two adjoining stations.

9 **Arrival time is shown as departure time:** In the Public Time Table in case of road side stations arrival time has been shown departure time so as to enable the train to make up time and given earlier start if that would facilitate crossing and precedence ahead.

10 **Alternative timings in the case of precedence shown in the Working Time Table:** When a passenger carrying train has to give precedence to another passenger carrying train alternate timings without the detention of the former train up to next Junction are in the Working Time Table. If the later train is running later, and the precedence can take place at some later station the former train should not be unnecessarily detained and should run up is the next junction station to its earlier timings in the Public Time Table. However, only earlier of the two timings are shown.

11 **Alternative timings in the case of crossing of passenger train shown in the Working Time Table:** If a passenger carrying train booked to stop at a station for more than 10 minutes for crossing another passenger carrying train alternative timings without the detention for crossing purposes of the former train may be provided in the Working Time Table to the next Junction station. This is to ensure that if the train is running late the crossing can take place at some other station and the former train may not suffer unnecessary detention. In the Public Time Table only the earlier Timings will be shown.

12 Attachment of inspection carriage to M/Exp. and Passenger trains. As per policy that not more than one inspection carriage shall be attached with M/Exp. trains at a time vide Rly. Board letter no. 88/chg. 11/34/2, Pt. III, dated 16-06-2006.

CHAPTER-10

Various Speed—(inKMPH)

Over Dimension Consignment (O.D.C.)

Gauge	"A"	"B"	"C"
B.G.	Sectional speed	40	25
	Sectional speed	15	15

Over damaged points			—	8 KMPH
Over reception on dock platform			—	8 KMPH
Speed during shunting			—	15KMPH
Speed while shunting (Box/BOB(a)(single)			—	5-6KMPH
(b)(two or more)			—	2KMPH
Speed while entering in loop line			—	15KMPH or as prescribed by CRS
Speed over non interlocked facing points			—	15KMPH
Speed over facing points while passing through on Std.-I interlocking.			—	50KMPH
Std.-II			—	110 KMPH
Std.-III			--	130 KMPH
Speed of BOX/BCX with clamped when spring broken			---	40KMPH
Speed when head light failed	(A)	BG	—	40 KMPH
When four wheeler attached to a passenger train	(A)	BG	—	75KMPH
When piped vehicle attached	(A)	BG	—	75KMPH

When passing any stop signal in'ON'position on T-369(1)or3B	--	15KMPH
Speed of DMU, EMU and Push Pull train when driver is not operating from leading Cab.	—	15 KMPH

These are the maximum speeds

CHAPTER-11

WORKING OF LORRIES/MOTOR TROLLEYS

(i) Lorries are normally worked as laid down under S.R.1527/1but on the following section lorries must invariably be worked under block protection as laid down in S.R. 1527/2 (E) and (F) and Ghat section under SR (G) to 68(Gradients).

Jammu Division

1.	Gurdaspur	Pathankot
2.	Pathankot	Mirthal
3.	Bharoli	Kathua
4.	Pathankot	Joginder Nagar

(ii) Motor trolleys are permitted to run on line clear or following a fully vacuum braked train as laid down in S.R.15.25/4 on the following sections of this division however Motor trolleys are not permitted to run on Trolley permits when following a train on descending gradient.

On JAT-SVDK Section working of push trolley and motor trolley on the Section will only be on proper Lineclear, Push trolley and motor trolley must have head light and flashing tail lamps (vide No. 104-T/16/CSO inspection dated29-04-04.

The best safety device is a careful man

CHAPTER-12

DETAIL OF RULING GRADIENT OF JAT DIVN.

S.No	Section	Ruling Gradient BET :STN	Grade
1	Bhogpur Sirwal -Pathankot	BPRS-MEX	1 in 250
2	Bhogpur Sirwal-Pathankot	MEX-PTK	1 in 150
3	Bharoli-Jammu Tawi	BHRL-JAT	1 in 150
4	Pathankot-Joginder Nagar(N.G.)	PTK-NGRT	1 in 40
5	Pathankot-Joginder Nagar(N.G.)	NGRT-JDNX	1 in 25
6	Chhina-Pathankot	ASR-GSP	1 in 330
7	Chhina-Pathankot	GSP-PTK	1 in 150
8	Pathankot Cantt.-Bharoli	PTKC-BHRL	1 in150
9	Jammu Tawi-Martyr Captain Tushar	JAT-MCTM	1 in 100
10	Martyr Captain Tushar Mahajan-SVDK	MCTM-CRWL	1 in 93
11	Banihal-Baramulla	BAHL-BRML	1 in 100
12	SVDK-BAHL	SVDK-BAHL	1 IN 80

चालक दल को झटका या खराब चलने की स्थिति में फाउलिंग मार्क को साफ किए बिना ट्रेन को रोक दिया जाना चाहिए

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL FACILITIES AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	Type of Signaling	Charging Facilities	Coaching watering facilities	No. of running lines in coaching yard				No. of PF lines in coaching Yard						Loop Capacity Std./Non Std.		Rumps	Simultaneous reception	Emergence cross over	Number of Relief Sdg.
							Signaled			non signalled	HighLevel		LowLevel		RailLevel							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
A																						
Ahju	AHJU	B	R-Int	LQ					2					1			282					
Anantnag	ANT	B	Std.II-R	MACL																		
Awantipura	ATPA	B	Std-II-R	MACL																		
B																						
Bajalta	BLA	B	Std.II-R	MACL					3													
Bakkal	BKKL	B	Std.II-R	MACL					2													
Bajnath Paprola	BJPL	B	R-Int.	LQ	YES	YES			3	1				1			377					
Banihal	BAHL	B	STD-IIR	MACL					3		1	2										
Baramulla	BRML	B	STD-II-R	MACL																		
Bari Brahman	BBMN	B	Std.II-R	MACL					3							1	727		Y	Y		4
Barial Himachal Halt	BRHL	Halt													1							
Balle Da Pir Larth	BLDL	Halt													1							
Bharmar	BRMR	D													1							
Bharoli	BHRL	B	Std.II R	MACL					3					1			470			Y		1
Bhogpur Sirwal	BPRS	B	Std.II R	MACL			2	2		1						2	711	693			Y	
Bijbehara	BJBA	B	Std.II-R	MACL																		
Boparal	BXO	Halt													1							
Budgam	BDGM	B	Std-II-R	MACL																		
Budhi	BDHY	B	Std.II-R	MACL			2	2								2	244			Y		

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL **FACILITIES** AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	Type of Signaling	Charging Facilities	Coaching watering facilities	No. of running lines in coaching yard				No. of PF lines in coaching Yard						Loop Capacity Std./Non Std.		Rumps	Simultaneous reception	Emergence cross over	Number of Relief Sdg.
							Signaled			non signalled	HighLevel		LowLevel		RailLevel							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
C																						
Chak Dayala	CKDL	D													1							
Chakrakhwal	CRWL	B	Std. II R	MACL					3			2										
Chhan Arorian	CHNR	B	Std. II R	MACL					3			1								Y		
Chamunda Marg	CMMG	HALT													1					Y		
Chhina	CHN	B		MACL					5	1		3					738					
Cholang	CGH	B	Std. II R	MACL			2	2														
D																						
Dalhousie Road	DLRS	B	Std. I	LQ						2						1	143					
Dasua	DZA	B	Std-II-R	MACL			2	2				2					716	729	Y			2
Dhandari Kalan	DDL	B	Std. III R	MACL			2	2	2	4						3	705	713		Y	Y	2
Dhariwal	DHW	B	Std II R	MACL					3			1					403		Y			1
DinaNagar	DNN	B	Std. I R	MACL					2			1					433					1
Dugga	DNN	B	Std. II R	MACL																		
G																						
Garna Sahib	GSB	D													2							
Ghagwal	GHGL	B	Std.II-R	MACL					3							1	826			Y		1
Guler	GULR	B	R-Int.	LQ					2	1						1	421					
Gurdaspur	GSP	B	Std.I R	MACL					3	1		1					460		Y			1
H																						
Hamre	HME	B	Std. II-R	MACL																		
HillarShahbad	HRSB	Halt													1							
HiraNagar	HRNR	B	Std. II-R	MACL					3							1	244			Y		1
HarsarDehri	HRDR	B	R-Int.	LQ					2							1	274					
J																						
Jakolari	JK	B	Std.I R	MACL					2							1	480					
JawalamukhiRoad	JMKR	B	R-Int.	LQ						2						1	202					

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL FACILITIES AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	Type of Signaling	Charging Facilities	Coaching watering facilities	No. of running lines in coaching yard				No. of PF lines in coaching Yard						Loop Capacity Std./Non Std.		Rumps	Simultaneous reception	Emergence cross over	Number of Relief Sdg.
							Signaled			non signalled	HighLevel		LowLevel		RailLevel							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
JhawarHalt	JHWR	Halt			...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Joginder Nagar	JDNX	B	R-Int.	LQ	...	...	...	...	2	...	...	...	...	...	...	1	190	...	...	...	...	1
Jammu Tawi	JAT	B	Std.II R	MACL	Y	Y	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
K																						
Kakapora	KAPE	B	Std-II-R	MACL	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...
Kala Bakra	KKL	B	Std-II-R	MACL	...	...	2	2	..	...	...	...	...	...	...	2	711	698	...	...	y	...
Kandrori	KNDI	B	Std-II-R	MACL	...	...	...	...	3	1	...	...	...	...	...	1	735	...	Y	...	...	...
Kandwal	KAWL	Halt			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kangra	KGRA	B	R-Int.	LQ	...	...	...	...	2	...	...	...	...	...	...	1	262	...	...	...	...	...
Kangra Mandir	KGMR	D			...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
Kathua	KTHU	B	Std.II-R	MACL	...	...	...	...	3	...	...	1	...	...	...	...	635	...	Y	Y	...	2
Khudda Kurala	KZX	B	Std.II R	MACL			2	2								2	701	716			Y	
Kopar Lahar	KPLR	B	R-Int.	LQ					2							1						
L																						
Lunsu	LNS	Halt													1							
M																						
Madhopur Punjab	MDPB	B	Std.II-R	MACL			2	2		2		2							Y	Y	Y	Y

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL FACILITIES AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	TypeofSignaling	ChargingFacilities	Coachingwateringfacilities	No. of runninglines in coachingyard				No. of PFlinesincoaching						Loop Capacity Std./NonStd.		Rumps	Simultaneous reception	Emergence cross over	Number of Reliefsdg.
							Signaled			Non signalled	High Level		Low Level		Rail Level							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
Majheran Himachal	MNHL	Halt													1							
Malupota	MXP	D													1							
Manwal	MNVL	B	Std-II-R	MACL																		
Maghrajpura	MGRP	D													1							
Martyr Captain Tushar Mahajan	MCTM	B	Std-II-R	MACL		Y	Y															
Mazhom	MZMA	B	Std-II-R	MACL																		
Mirthal	MRTL	B	Std-II-R	MACL					2													
Mukerian	MEX	B	Std-II-R	MACL			3	2						3			753	684	Y		Y	2
N																						
NADIGAM	NDAM														1							
Nagrota	NGRT	B	R-Int	LQ					3	1						1	235					
Nurpur Road	NUPR	B	R.Int	LQ					2							1						
Palampur Himachal	PLMX	B	R.Int	LQ					3							1						
Pampore	PMPE	B	Std-II-R	MACL																		
PanchRukhi	PHRH	D													1							
Panzgam	PJGM	B	Std-II-R	MACL																		
ParmaNand	FMQ	D													1							
Paror	PRAR	Halt													1							
Pathankot Jn.	PTK	B	Std-II-R	MACL	Y	Y			3			3							Y	Y		2
Pathankot Cantt.	PTKC	B	Std-II-R	MACL			1	1	3			3					714		Y	Y		2
Pattan	PTTN	B	Std-II-R	MACL																		

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL FACILITIES AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	Type of Signaling	Charging Facilities	Coaching watering facilities	No. of runninglines in coachingyard				No. of PFlinesincoaching yard						Loop Capacity Std./Non Std.		Rumps	Simultaneous reception	Emergence cross over	Number of Relief Sdg.
							Signaled			Non signalled	High Level		Low Level		Rail Level							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
R																						
REASI	REAI	B	Std II-R	MACL																		
Ram Nagar J&K	RMJK	B	Std II-R	MACL																		
S																						
Sadura	SDUA	B	Std II-R	MACL					3		2			1								
Samloti	SMLT	D													1							
Sanger	SGRR	B	Std II-R	MACL																		
Sanger	SGRR	B	Std II-R	MACL																		
Samba	SMBX	B	Std.II-R	MACL						3	2			1			725		Y	Y		2
Sarna	SRM	B	Std-I-R	MACL					3							1	535		Y			
SAWAL KOT	SWKE	B	Std II-R	MACL																		
Shri Vaishno Devi Katra	SVDK	B	Std-II-R	MACL	Y	Y			3		1	2										
Sohal	SOHL	D									1											
Sopore	SXZM	HALT.		MACL					3		2			1								
Srinagar	SINA	B	Std.-II R	MACL										1								
Sujanpur	SJNP	B	Std-II-R	MACL			2	2				2					716			Y	Y	1
SUMBER	SMBR	B	Std.II-R	MACL																		
T																						
Talara	TLRA	B	R.Int.	LQ					2													
Tanda Urmur	TDO	B	Std.II-R	MACL			2	2		1		1		1			701	806			Y	

CHAPTER-13

INDEX TO STATIONS WITH OPERATIONAL FACILITIES AVAILABLE

Name of Station	Code	Class	S&T Standard of interlocking	Type of Signaling	Charging Facilities	Coaching watering facilities	No. of running lines in coaching yard				No. of PF lines in coaching yard						Loop Capacity Std./Non Std.		Rumps	Simultaneous reception	Emergence cross over	Number of Reliedf Sdg.
							Signalled			Non signalled	High Level		Low Level		Rail Level							
							UP	DN	Con		Main Line	Loop Line	Main Line	Loop Line	Main Line	Loop Line	UP	DN				
Tripal Halt	TRPL	Halt																				
U																						
Unchi Bassi	UCB	B	Std.II R	MACL			2	2								2	716	716			Y	
V																						
Vijaypur Jammu	VJPJ	B	Std.II R	MACL					3	2				1			704					

CHAPTER-14

Safety circular for modified automatic signals over JAT Division

—NIL—

CHAPTER-15

Precaution for Train Operation during FOG

(A) **Infrastructure/Addition/changes:**

(i) **Provision of Fog Safe Device (FSD):-**

As per PCEE letter No. Dsl-45-RS/13/FSD/Policy/1028 dated 18.10.17, Railway Board has directed for provision of Fog Safe Device (FSD) on all trains (M/Exp. Passenger ,Special trains and Goods trains) running in fog affected areas.With the provision of FSDs on all trains, placement of detonators under conditions prescribed in Para E (ii) below may be dispensed with. In case FSD is not available or is dysfunctional, the Loco Pilot may run his train at a speed below 50 Kmph, subject to observance of other temporary and permanent speed restrictions in force from time to time.

(ii) **Modification of Automatic Signalling System:**

Introduction of Modified Automatic Signalling System as per G.R 9.01 (3) & (4) and G.R 9.03 (3) and (4) and G.R 5.18 to be followed strictly.

(B) **Works to be completed before foggy weather to strengthen Rail Infrastructure:-**

(i) Adequate supply of detonators to be ensured.

(ii) Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done.

(iii) All Signal Sighting Boards, Whistle Boards, W/L Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before on set of winter/foggy season.

(iv) Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.

(v) The new existing SLRs are already being fitted with LED based flasher tail light; there fore, the existing SLRs with fixed Red lighs should also be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather.The division should under take this work on war footing. When the train is held up in Automatic territory (on double and multiple section) in abnormal situation including fog, the Guard will put the LED light to on position. This will be in addition to Flashing Red Tail Lamp.

(vi) It should be ensured that retro reflective strip in Sigma shape for identification of stop signal be provided as per existing instructions.

Note .Instructions regarding focusing and cleaning of 'signals and provision of fog signal posts in non-electrified and electrified sections are given in paras (H) and (L) below.

(C) **The following points are to be kept in mind during operation of trains in foggy weather:-**

(i) **Reduced Movements During Fog:-**

Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains.20 % reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains- Mail/Express and Passenger trains running in and via Delhi area as also upto an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. Areview be done by all divisions with mutual consultation to identify which Mail/Express and Passenger trains are to be cancelledand proposals sent to the Head Quarters Office Baroda House.This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crews. This will also increase availability of spare rakes to cater to late running of trains.

(ii) PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco pilots and Guards in ZRTIs/STCs, etc.who become due between 15" December and 31"January should be completed by15" December.

(iii) Fog affected divisions should review the crew changing locations. In view of increased hours on road the divisions may create infrastructure at new/additional crew changing locations. Simultaneously the loco/crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog.

(iv) The instructions on all matters including cancellation of train be made applicable as approved by Railway Board .

Note Instructions regarding use of Walkie-talkie and VIIF sets is given in para (N).

(D) **Visibility Test Object (VTO):-**

(i) The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.

(ii) **VTO for SEMAPHORE Signalling and for twoaspect CLS:-**

The VTO may be the light (or armby day) of a Starter Signal(where exists) or the back light of the IIome Signal etc. as defined in GR 3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).

Prescribed VTO for Multiple Aspect Colour Light Signalling:-

(a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand.

(b) Whena prescribed VTO is not visible from 180 metres or more during dense fog, the SM shallnot use his discretionasper GR 3.61(2)(a) but will arrange to place the detonators to warn the Loco Pilot, unless specified other wise in these Instructions.

Note:- There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where at the SM shall normally stand to see the prescribed VTO.

(iv) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under:-

(a) Ensure that st gnals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit.

(b) In case prescribed VTO is not visible take action as under :-

Depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270- 280meters from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.

Engineering Department will make all efforts to provide fog signal man.

No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.

(c) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists,up tothe Advance Starter at stations which do not have track circuiting in this zone.

(E) **Necessity of Placement of Detonators:-**

(i) **Where Not Necessary to Place Detonators:-**

It is not necessary to place detonators to indicate' location of a Stop signal' to the Loco Pilot in following circumstances:-

(a) In sections where areliable Fog Safe Device has been provided on Locomotives;

(b) Where adequate pre-warning is provided; i.e.at stations where double distant signals are provided;

(c) Where maximum speed allowed in the station section is up to15 kmph even at stations where pre-warning signal is not available, but a Warning Board exists;

(d) Where speed of the section is less than 50 KMPH (but more than 15 kmph) and the first signal of a Station is not a stop signal;

(e) In Automatic Signalling territory;

(f) On Gate Signal;

(g) On Departure Signal;

(h) At the site (s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.

(ii) **Where it is necessary to Place Detonators:-**

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed a sunder:-

(a) At 'A'class stations where Warner exists —Detonators to be placed short of Home signal and not the Warner;

(b) At'B'class station equipped with Lower Quadrant Signals-Detonators to be placed short of Outer signal.

(c) In Multiple Aspect Signalling, where single Distant Signal is provided-Detonators to be placed short of Homes ignal.

Note:- (i)The Fog Signal Posts will be provided only at stations where there maybe a requirement for placing detonators.Such post may, therefore, be shifted suitably based on the above mentioned position(s).

(ii) Instructions for provision of fog huts and fog signal registers are given in paras (G)and(M) below.

(F) **Precautions by Loco Pilot:-**

The Loco Pilot shall take action in regard to speed of the train during fog as Under:-

(i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he control the train so as to be prepared to stop short any obstruction; this speed shall in any case not be more than 60 kmph.

(ii) Loco Pilot to whistle frequently to warn the gateman (where provided)and road users of an approaching train at level crossings.

(iii) In Absolute Block System the speed should not exceed 60 kmph as detailed at item (i) above.

(iv) In Automatic Block Territory the speed will be subject to the judgment of the Loco Pilotas mentioned in item (i) above and shall not exceed as under:-

(a) After passing Automatic stop signal at 'Green', the speed not to exceed 60 Kmph.

(b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 Kmph.

(c) After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal. {SR3.61/4(ii)).

Note(i): As provided under GR 4.16 (1) (b)a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.

Note(ii): First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.

Note(iii): Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON"

Note (iv):Instructions regarding up keep of head lights and checking of perfect working condition of whistle/horn of locos are given in paras (I) and (J) below.

Note(v): Instructions regarding speed of trains in Modified Semi-Automatic Signalling is given in para (K) below.

(G) **Provision of Fog IIuts:- To** provide shelter from cold and rain to the Fog Signal men on duty, fog huts should be erected near the place where fog signal men would be required to perform their duty.

(H) **Focusing and cleaning of signals:-**This aspect should be covered in the inspections by the supervisory staff.

(I) **Headlights:-**In all Loco sheds, it should been sured that head lights of locos are focused properly and they are bright.

(J) **Whistle/Horns of Loco:-** Whistle/horns of all locomotives should be in perfect working condition and their audibility should be checked.

(K) In Automatic signaling territory, when Modified Automatic Signalling system is introduced and visibility is not clear due to fog, theloco pilot shall comply with SR 3.61/4 (i) & (ii). However in case of clear visibility, he shall run the train at maximum permissible speed subject to any other temporary or permanent speed restrictions in force (SR3.61/4(iii)}.

(L) **Fog signal posts should be properly marked & maintained:**-Fog signal posts should be erected at all stations, 270 meters in rear of the First Stop Signal except at stations which do not qualify for placement of detonators.{SR3.61/1(b)(ii)).

On electrified sections: OHE Masts 270 meters in rear of the first Stop Signal on either direction are painted in the direction oftraffic at a height of 3 feet fromraillevel, one foot wide white band with two circular Red marks of the size of a detonator to serve as fog signal post.{SR3.61/1(b)(i)&(ii)}.

(M) **Fog Signal Register** is to be maintained properly, clearly mentioning the commencement and clearing time of the fog along with duration. This information should be relayed to control promptly. Proper record of detonators should also be maintained in thefog signal register.

(N) The aspect of the signals should not be informed on Walkie-Talkie set or VHF set.

(O) It should be ensured that all the staff posted at the station is conversant with their duties regarding fixing of detonators. They should be counseled a fresh and their assurance shall be obtained in the fog signal register.

(P) **DUTIES OF FOG SIGNAL MAN:**

(i) Two detonators will be placed on the line,10 meters a part,by the Fog signal Man where the Fog signal post is erected.

(ii) He will then stand 55 Meters behind the fog signal post.

(iii)• He should place two fresh fog signals on the rail, immediately after a train has passed over the two placed before, and collect the cases which the train has passed over.

iv) He must never leave his post until relieved by another trained Fog Signal man.

(v) . He must never sleep while on duty at the fog signal post. He must realize that the lives of many people depend on hi salertness and devotion to duty.

vi). If a train is approaching at the time his relief arrives, wait till the train has passed before he makesover charge to his relief.

vii) He must always carry a lighted'hand signal lamp'in foggy or tempestuous weather or in a dust storm.

(Q) **DUTIES OF CONTROLLER:**

(i) To ensure that the staff on the section is alert during thick and foggy weather.

(ii) To ensure that no crossing is arranged between two trains unless there is a clear margin of not less than **10 minutes** between the two trains to be crossed on a single line section, except in case of a booked crossing shown in WTT (SR3.61/2)

The copies of the above may be circulated to all stations, Control offices, Crew and Guard booking lobbies, running rooms, etc. SafetySeminars may be conducted involving train passing staff (ASM/SMs) and Tls, Loco Pilots, LIs etc. to educate the staff concerned on precautions to be taken during fog.

Further, Divisions should ensure that the staff be advised and counseled regarding provisions in the G&SRs and these instructions before the on set of fog. Each and every crew is to be imparted necessary training for up to two days about the systems of working of trains during fog. This processbe completed by 1 "December every year positively.

CHAPTER - 16
Mail/Express Trains Running Over JAT Division

S.No.	On The Path of	Name Of Train	From	Dep.	To	Arr.	Composition	Days		Maintenance
								Orig.	Dest.	
1	11077	Jhelum Exp	PUNE	17:20	JAT	9:45	2A, 3A, SL, 2	Daily	--	---
2	11078	,,	JAT	23:35	PUNE	16.00	2A, 3A, SL, 2	Daily	--	S
3	11449	JBP-SVDK Exp	JBP	6:00	SVDK	10.45	2A, 3A, SL, 2	2	3	---
4	11450	SVDK-JBP Exp	SVDK	22:30	JBP	4:45	2A, 3A, SL, 2	3	5	RPC-4
5	12207	,,	KGM	18:15	JAT	9:15	3A, 2ACC	2	3	--
6	12208	,,	JAT	23:20	KGM	13.35	,,	7	1	P
7	12237	Begampura SF Exp	BSB	12:40	JAT	10:50	2A, 3A, SL, 2	Daily	--	--
8	12238	,,	JAT	13:45	BSB	12:30	,,	Daily	--	RPC-4
9	12265	DEE-JAT Duronto	DEE	22.30	JAT	7:10	1A, 2A, 3A, SL, 2	2, 5, 7	3, 6, 1	--
10	12266	,,	JAT	19:15	DEE	3:55	,,	1, 3, 6	2, 4, 7	S
11	12331	Himgiri Exp	HWH	23:55	JAT	13:00	,,	2, 5, 6	1, 4, 7	--
12	12332	,,	JAT	22:45	HWH	11:30	,,	1, 4, 7	2, 3, 6	S
13	12355	Archana Exp	PNBE	7:30	JAT	10:20	2A, 3A, SL, 2	2, 6	3, 7	---
14	12356	,,	JAT	17:35	PNBE	20.55	,,	3, 7	1, 4	RPC-4
15	12413	Pooja Exp	AII	14:15	JAT	7:30	1A, 2A, 3A, SL, 2	Daily	Daily	--
16	12414	,,	JAT	18:15	AII	12:10	,,	Daily	Daily	P
17	12425	Rajdhani Exp	NDLS	20:40	JAT	5:00	1A, 2A, 3A	Daily	Daily	--
18	12426	,,	JAT	21:25	NDLS	5:55	,,	Daily	Daily	S
19	12445	Uttar Sampark Kranti	NDLS	20:50	SVDK	7:55	1A, 2A, 3A, SL, 2	,,	,,	---
20	12446	,,	SVDK	19:50	NDLS	6:55	,,	,,	,,	RPC-4
21	12469	CNB-JAT Exp	CNB	14:05	JAT	8:30	3A, SL, 2	3, 5	4, 6	--
22	12470	JAT-CNB Exp	JAT	17:38	CNB	12:20	,,	2, 4	3, 5	P
23	12471	Swaraj Exp	BDTS	11.00	SVDK	17.50.	2A, 3A, SL, 2	1, 4, 5, 7	1, 2, 5, 6	--
24	12472	,,	SVDK	09.40	BDTS	16.10	,,	2, 3, 5, 6	3, 4, 6, 7	P
25	12473	Sarvodaya Exp	GIMB	09.20	SVDK	17.50.	,,	6	7	--
26	12474	,,	SVDK	09.40	GIMB	17.40	,,	4	5	P
27	12475	Sarvodaya Exp	HAPA	08.30	SVDK	17.50.	,,	3	4	--
28	12476	,,	SVDK	09.40	HAPA	18.30	,,	1	2	P
29	12477	JAM-SVDK Exp	JAM	8:15	SVDK	17.50.	,,	2	3	--
30	12478	,,	SVDK	09.40	JAM	18:45	,,	7	1	P

CHAPTER – 16

Mail/Express Trains Running Over JAT Division

S.No	On The Path of	Name Of Train	From	Dep.	To	Arr.	Composition	Days		Maintenance
								Orig.	Dest.	
31	12549	DURG-MCTM Exp	DURG	12:15	MCTM	19.25	1A, 2A, 3A, SL, 2	2	3	--
32	12550	MCTM-DURG Exp	MCTM	03.15	DURG	11:05	,,	4	5	RPC-4
33	12587	Amarnath Exp	GKP	14:20	JAT	12:30	2A, 3A, SL, 2	1	2	--
34	12588	,,	JAT	22:45	GKP	20:30	,,	6	7	S
35	12751	H.S. NED-JAT Exp	NED	11:05	JAT	23:05	3A	5	6	--
36	12752	JAT-NED H.S. Exp	JAT	5:45	NED	15:50	,,	7	1	S
37	12919	Malwa Exp	DADN	11:50	SVDK	16.30	2A, 3A, SL, 2	,,	,,	--
38	12920	,,	SVDK	08.35	DADN	14:30	,,	,,	,,	RPC-4
39	13151	KOAA-JAT Exp	KOAA	11:45	JAT	8:50	2A, 3A, SL, 2	,,	,,	--
40	13152	JAT-KOAA Exp	JAT	20:30	KOAA	15:40	,,	,,	,,	S
41	14035	Dauladhar Exp	DEE	23.20	PTK	8:20	,,	1, 3, 5	2, 4, 6	--
42	14036	,,	PTK	23:40	DEE	9:10	,,	2, 4, 6	3, 5, 7	RPC-4
43	14503	KLK-SVDK Exp	KLK	19:35	SVDK	5:05	2A, 3A, SL, 2	2, 5	3, 6	--
44	14504	,,	SVDK	18:15	KLK	05.15	,,	3, 6	4, 7	RPC-4
45	14605	YNRK-JAT Exp	YNRK	15:45	JAT	3:20	3A, SL, 2	1	2	--
46	14606	,,	JAT	22:05	YNRK	10:20	,,	7	1	P
47	14609	Hemkunt Exp	RKSH	17:20	SVDK	07:20	2A, SL, 2	Daily	Daily	--
48	14610	,,	SVDK	16.40	RKSH	8:30	,,	,,	,,	P
49	14611	GCT-SVDK Exp	GCT	8:30	SVDK	12.25	2A, 3A, SL, 2	5	6	--
50	14612	,,	SVDK	3:50	GCT	6:00	,,	4	5	P
51	14633	Ravi Exp	ASR	09.20	PTK	12.05	2	,,	,,	P
52	14634	,,	PTK	13:55	ASR	16.00	,,	,,	,,	--
53	14661	BME-JAT Exp	BME	00.45	JAT	5:40	2A, 3A, SL, 2	Daily	Daily	--
54	14662	JAT-BME Exp	JAT	22:25	BME	03.30	,,	,,	,,	P
55	14691	Mour Dhwaj Exp	BJU	5:00	JAT	11:45	3A, SL, 2	7	1	--
56	14692	,,	JAT	17:35	BJU	22:45	,,	5	6	P
57	14803	BGKT-JAT Exp	BGKT	07.00	JAT	6:20	,,	,,	,,	--
58	14804	JAT-BGKT Exp	JAT	8:40	BGKT	09.30	,,	,,	,,	RPC-4
59	15097	Amarnath Exp	BGP	23:55	JAT	13:00	2A, 3A, SL, 2	4	6	--
60	15098	JAT-BGP Exp	JAT	22:45	BGP	9:55	,,	2	4	S

CHAPTER – 16

Mail/Express Trains Running Over JAT Division

S.No	On The Path of	Name Of Train	From	Dep.	To	Arr.	Composition	Days		Maintenance
								Orig.	Dest.	
61	15651	Lohit Exp	GHY	14.00	JAT	13:00	2A, 3A, SL, 2	1	3	--
62	15652	,,	JAT	22:45	GHY	23.00	,,	3	5	S
63	15653	Amarnath Exp	GHY	14.00	JAT	13:00	2A, 3A, SL, 2	3	5	---
64	15654	JAT-GHY Exp	JAT	22:45	GHY	23.00	,,	5	1	S
65	15655	KYQ-SVDK Exp	KYQ	11:00	SVDK	15:55	2A, 3A, SL, 2	7	2	--
66	15656	SVDK-KYQ Exp	SVDK	3:50	KYQ	10.20	,,	3	5	S
67	16031	Andaman Exp	MAS	4:50	SVDK	10.45	3A, SL, 2	3, 4, 7	2, 5, 6	--
68	16032	,,	SVDK	5:50	MAS	07.00	,,	2, 5, 6	1, 2, 5	S
69	16317	Himsagar Exp	CAPE	6:50	SVDK	10.45	2A, 3A, SL, 2	5	1	--
70	16318	,,	SVDK	7:50	CAPE	23.05	,,	1	4	S
71	16787	TEN-SVDK Exp	TEN	8:50	SVDK	10.45	2A, 3A, SL, 2	1	4	--
72	16788	,,	SVDK	9:50	TEN	18.45	,,	4	6	S
73	18101	TATA-JAT Exp	TATA	10:50	JAT	14.05	2A, 3A, SL, 2	3, 5, 7	2, 5, 7	--
74	18102	,,	JAT	11:50	TATA	9:50	,,	1, 3, 6	1, 3, 5	S
75	18309	SBP-JAT Exp	SBP	12:50	JAT	14.05	2A, 3A, SL, 2	1, 2, 4, 6	1, 3, 4, 6	--
76	18310	JAT-SBP Exp	JAT	13:50	SBP	16:15	,,	2, 4, 5 , 7	2, 4, 6, 7	S
77	19027	Vivek Exp	BDTS	14:50	JAT	23:25	2A, 3A, SL, 2	6	7	--
78	19028	Jammutawi Exp	JAT	15:50	BDTS	14.50	,,	1	2	RPC-4
79	19107	Janmabhoomi Exp	BVC	16:50	MCTM	15:00	1A, 2A, 3A, SL, 2	7	1	--
80	19108	,,	MCTM	17:50	BVC	9:25	,,	1	2	RPC-4
81	19223	ADI-JAT Exp	ADI	18:50	JAT	18:40	2A, 3A, SL, 2	Daily	Daily	---
82	19224	,,	JAT	19:50	ADI	13.50	,,	,,	,,	RPC-4
83	19415	ADI-SVDK Exp	ADI	20:50	SVDK	6:35	,,	7	2	--
84	19416	SVDK-ADI Exp	SVDK	21:50	ADI	22:00	,,	2	3	RPC-4
85	19803	KOTA-SVDK Exp	KOTA	22:50	SVDK	13:35	,,	6	7	--
86	19804	SVDK-KOTA Exp	SVDK	23:50	KOTA	20.50	,,	7	1	RPC-4
87	20433	Jammu Mail	SFG	0:50	SVDK	09:20	1A, 2A, 3A, SL, 2	Daily	Daily	---
88	20434	,,	SVDK	1:50	SFG	12:35	,,	,,	,,	RPC-4
89	20847	DURG-MCTM Exp	DURG	2:50	MCTM	19:25	1A, 2A, 3A, SL, 2	3	4	--
90	20848	MCTM-DURG Exp	MCTM	3:50	DURG	09.10	,,	5	6	RPC-4

CHAPTER – 16

Mail/Express Trains Running Over JAT Division

S.No	On The Path of	Name Of Train	From	Dep.	To	Arr.	Composition	Days		Maintenance
								Orig.	Dest.	
91	20985	KOTA-MCTM Exp	KOTA	16.35	MCTM	11:55	1A, 2A, 3A, SL, 2	3	4	--
92	20986	MCTM-KOTA Exp	MCTM	18:45	KOTA	12:40	,,	4	5	RPC-4
93	22317	Humsafar Exp	SDAH	13:10	JAT	23:25	3A	1	2	--
94	22318	,,	JAT	7:20	SDAH	17:30	,,	3	4	RPC-4
95	22401	DEE-MCTM Exp	DEE	22.30	MCTM	8:40	1A, 2A, 3A	1, 3, 5	2, 4, 7	--
96	22402	MCTM-DEE Exp	MCTM	18.10	DEE	3:55	,,	2, 4, 7	1, 3, 6	RPC-4
97	22429	DLI-PTK Exp	DLI	8:15	PTK	18:18	2ACC, 2	Except-4	Except-4	--
98	22430	PTK-DLI Exp	PTK	7:00	DLI	16:55	,,	Except-5	Except-5	RPC-4
99	22431	SFG-MCTM Exp	SFG	16.10	MCTM	12:40	2A, 3A, SL, 2	2, 6	3, 7	--
100	22432	MCTM-SFG Exp	MCTM	16:05	SFG	12.50	,,	3, 7	1, 4	RPC-4
101	22439	NDLS-SVDKVande Bharat Exp	NDLS	6:00	SVDK	14:20	CC, EC	Except-3	Except-3	--
102	22440	,,	SVDK	14:55	NDLS	23:00	CC, EC	Except-3	Except-3	RPC-4
103	22461	Shri Shakti Exp	NDLS	19:05	SVDK	5:40	1A, 2A, 3A	Daily	Daily	--
104	22462	,,	SVDK	23:25	NDLS	9:45	,,	,,	,,	P
105	22477	NDLS-SVDK Vande Bharat Exp	NDLS	15:00	SVDK	23:15	CC, EC	Ex-3	Ex-3	--
106	22478	SVDK-NDLS Vande Bharat Exp	SVDK	05:50	NDLS	14:00	CC, EC	Ex-3	Ex-3	P
107	22705	Humsafar Exp	TPTY	21:10	JAT	18:00	3A	2	4	--
108	22706	,,	JAT	5:45	TPTY	6:40	,,	5	7	S
109	22941	INDB-MCTM Exp	INDB	23:30	MCTM	22:20	2A, 3A, SL, 2	1	2	--
110	22942	MCTM-INDB Exp	MCTM	11:20	INDB	11:15	,,	3	4	RPC-4
111	26401	SVDK-SINA Vande Bharat Exp	SVDK	8:10	SINA	11:08	CC, EC	Ex-2	Ex-2	--
112	26402	SINA-SVDK Vande Bharat Exp	SINA	14:00	SVDK	16:58	CC, EC	Ex-3	Ex-3	P
113	26403	SVDK-SINA Vande Bharat Exp	SVDK	14:55	SINA	17:53	CC, EC	Ex-2	Ex-2	--
114	26404	SINA-SVDK Vande Bharat Exp	SINA	8:00	SVDK	10:58	CC, EC	Ex-3	Ex-3	P
115	26405	ASR-SVDK Vande Bharat Exp	ASR	16:25	SVDK	22:00	CC, EC	Ex-2	Ex-2	--
116	26406	NDLS-ASR Vande Bharat Exp	SVDK	6:40	ASR	12:20	CC, EC	Ex-2	Ex-2	P

DMU PASSENGER TRAINS RUNNING OVER JAT DIVISION		
S.No.	**Train No.**	**Section**
1	74901/74902	JUC-PTK
2	74903/74904	JUC-PTK
3	74672/74671	PTK-BAT-ASR
4	74674/74673	PTK-BAT-VKA
5	74676/74675	PTK-BAT-ASR
6	74909/74910	PTK-JAT-MCTM
7	74907/74906	MCTM-JAT-PTK
8	74909/74910	PTK-JAT-MCTM
9	74907/74906	MCTM-JAT-PTK
10	74613/74614	BDGM-BRML-BAHL
11	74615/74616	BAHL-BRML-BDGM-BAHL
12	74617/74618	BAHL-BDGM-BRML-BDGM
13	74619/74620	SGDN-BRML-SGDN
14	74621/74622	BDGM-BRML-BAHL
15	74623/74624	BAHL-BRML-BDGM
16	74625/74626	BAHL-BRML-BAHL
17	74627/74628	BDGM-BRML-BDGM-BAHL
18	74629/74630	BAHL-BDGM-BRML-BAHL
19	74631/74632	BDGM-BRML-BDGM
20	74633	BAHL-BDGM

जो काम सुरक्षित ढंग से न हो, उसे ना करें।

CONVENTIONAL/MEMU PASSENGER TRAINS RUNNING OVER JAT DIVISION		
S.No.	**Train No.**	**Section**
1	54622/54621	PTK-JUC
2	54611/54612	ASR-PTK
3	54613/54616	ASR-PTK
4	54615/54614	ASR-PTK
5	MEMU 64651/64652	SGDN-BRML
6		
NG PASSENGER TRAINS RUNNING OVER JAT DIVISION		
S.No.	**Train No.**	**Section**
1	52475/52476	PTK-BJPL-PTK Exp.
2	52461/52462	PTK-JMKR-PTK
3	52471/52472	JMKR-JDNX-PTK
4	52473/52474	PTK-JDNX-PTK
5	52465/52466	PTK-BJPL-PTK
6	52467/52464	PTK-BJPL-PTK
7	52469/52470	PTK-BJPL-JMKR

CHAPTER – 17

SANCTIONED MAXIMUM SPEEDS OF VARIOUS WAGONS OVER JAT DIVISION

	BOXNHL		BTFLN		BCNHL		BCACBM		BTALNM		BOSTHSM1	BOXNLWM2	BOXNHSM2	BRSTN	
Certificate No. & Date	**No.519W/933 Track Dated:- 13.07.2018**		**No.519W/1049 Track Dated:- 15.03.2019**		**No.519W/960 Track Dated:- 23.03.2018**		**No.519W/1099 Track Dated:- 31.07.2018**		**No.519W/1095 Track Dated:- 05.07.2017**		**No.519W/940 track Dated:- 25.05.2021**	**No.519W/2123 Track Dated:- 25.05.2021**	**No.519W/2022 Track Dated:- 25.05.2021**	**519W/914 Track Dated:-09.03.2019**	
Section	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Empty	Empty	Empty	Loaded
SCPD-PTK	100	75	65	65	70	60	75	75	65	65	80	100	100	80	75
ASR-PTK	--	--	65	65	70	60	75	75	65	65	80	80	80	80	75
PTKC-BHRL	--	--	50	50	40	40	50	50	65	65	40	100	100	50	50
BHRL-JAT	100	75	65	65	70	60	75	75	65	65	--	100	100	80	75
JAT-MCTM	--	--	65	65	60	60	75	75	65	65	75	75	75	75	75
BAHL-QG	--	--	--	--	--	--	75	75	75	75	--	75	75	75	75
QG-BRML	--	--	--	--	---	--	75	75	100	90	--	100	100	80	75
SVDK-QG	85	75	65	65	70	60	75	75	85	75	--	85	85	--	--

Note: Not more than 3 Electric engines coupled together can run on any section.

CHAPTER–18					
Permissible speed of freight rolling stocks					
S. No.	**Type of wagon**	**Axle Load**	**Speed (in Kmph)**		**Remark**
			Empty	**Loaded**	
1	BOXN	20.32	80	75	Operation at CC+6+2/CC+8+2 allowed as interim measure, with speed restriction 60/80
2	BOXN M1 (CC+8+2)	22.82	80	60	
3	BOXN M1 (CC+6+2)	22.82	80	70	
4	BOXNHL	22.9	100	75	
5	BCN	20.32	80	75	Permitted with CC+6+2 also
6	BCNHL	22.9	70	75	
7	BOBYNHS	22.9	75	75	
8	BOBYN	20.32	75	75	
9	BTPN	20.32	80	80/75	
10	BTPGLN	19.8	80	75	
11	BVZC	6.98	100	100	
12	BVZI	5.875	100	100	
13	BOST	20.32	80	75	Operation at CC+6+2 allowed as interim measure, with speed restriction 50/80
	BOST M1 (CC+6+2)	22.32	65	60	
14	BRNA	20.32	80	75	
15	BRN22.9	22.9	65	65	
16	BLCA/B single Stack	20.32	100	100	
	BLCA/B Double Stack	20.32	75	75	
17	BCBFG	21.82	75	75	
18	BLLA/B	20.32	100	100	
19	BTFLN	20.32	65	65	
20	BCACBM	A-12.715 B-12.680	95	100	
21	BCACM	20.32	75	65	
22	BLCAM/BLCBM	22	100	90	
Remark: There is no comment on speed in respect of track parameters.					
*BTPN wagon are permitted to run up to a maximum speed of 80 kmph in empty and 80/75 kmph in loaded conditions subject to RDSO letter no. MW/CS/BTPN dated: 07/1993.					

CALCULATION OF GROSS WEIGHT OF GOODS TRAINS					
No.	**B. G Goods**	**Tare weight**	**Pay Load**	**Extra overload**	**Gross Weight**
1	BCX	29.3	52	2	83.3
2	BOX	25.6	55.7	2	83.3
3	BCN	25.5	55.8	2	83.3
4	BOXN	22.6	58.7	2	83.3
5	KC/CL	11	22	2	35
6	TP	12.2	20.3	--	32.5
7	BTPN	26.7	54.9	2	83.6
8	BOXX	18.5	48	2	68.5
9	BOXKH	21.3	60	2	83.3
10	BLCA	19.1	61	2	82.1
11	BLCB	18	61	2	81
12	BLLA	19.9	61	2	82.9
13	BLLB	18.8	61	2	81.8

CHAPTER- 19

General duties of Guard of the train in volved in an accident:-

On occurrence of an accident to his train, the Guard of the train shall immediately:-

(i) Note the time of accident.

(ii) Arrange to protect his train as per Rules in force, taking the assistance of any qualified staff such as brakes men, Asstt. Loco Pilot, Gagman, Gatemen etc.

(iii) Make a quick survey of the damages and casualties and the assistance required;

(iv) Send the first information of accident to the control and to the nearest Station Master furnishing the following information. The portable telephone or by other means of communication when available, shall immediately beused for this purpose.

(a) Time of accident
(b) Kilometer
(c) Medical van required or not
(d) ART with or without crane
(e) Adjacement line clear or not
(f) Damage to rolling stock
(g) Damage to track interms of telegraphic/OHE poles
(h) No. of dead and injured (to be obtained from the TTE/train Supdtt.) or otherwise, he should furnish himself (if the TTE is not available). They should later on be handed over to the Railway Doctor when he arrives for giving further details and classification of injuries.
(i) He shall also intimate, if OHE masts are damage giving details of damages.

(v) On the double/multiple line section, a train passing on the other line should be stopped and the Loco Pilot and the Guard given intimation about the accident.

(vi) Render first aid to any person injured, obtaining assistance of the railway staff, doctors and/or volunteers on the train, or near the site of accident and arrange to send the information to the nearest hospital and transport of the injured to the hospital.

(vii) He will also arrange preservation of cluses.

(viii) Remain in general charge till a senior Railway Official takes over charge.

General duties of Engine crew in case of accident:—

On occurrence of an accident to a train, its crew shall

(i) Note the time of accident

(ii) arrange to protect the front portion of train in accordance with the rules in force;

(iii) Put flasher light 'on',

(iv) Take such technical precautions as may be necessary or as prescribed by special instructions to render the loco motives safe.

(v) If the section is non-controlled or control is not working, he should detach the engine and take advice from the Guard for assistance required and reach the next station.

(vi) Render all possible assistance to the Guard particularly in rendering FIRST AID and in the assessment of damage to rolling stock and/or locomotive and the nature of assistance is required.

CHAPTER -20
SALIENT FEATURES OF DIESEL LOCOS

LOCO TYPE & Service	IHP/BHP	Length (MM)	Starting Tractive Efforts	Bogie Type	Weight (Ton)	Axle Load In Ton	Gear Ratio	Fuel Oil Tank Cap	Transmission	Traction Motor	Max. Permissible speed
WDM2 (MIXED)	2600/2400	15862	26.0T	Cast steel(Co-Co)	112.8	18.8	18:65	5000	DC-DC	6	110
WDM3A (MIXED)	3100/2750	15862	30.45T	Cast steel(Co-Co)	112.8	18.8	18:65	5000	AC-DC	6	110
WDM3D (MIXED)	3300/2950	18362	38.61T	Fabricated Bolster less steel bogie(Co-Co)	123	20.05	18:65	6000	AC-DC	6	110
WDG 3A (GOODS)	3100/2750	19132	40.6T	Fabricated Bolster less steel bogie(Co-Co)	123	20.05	18:74	6000	AC-DC	6	110
WDP1 (PASS)	2300/2100	14810	20.0T	Flexi coil Fabricated steel bogie(Bo-Bo)	80	20	18:65	3000	AC-DC	4	110
WDP-3A(PASS)	3100/27.50	17900	29.25T	Flexi coil Fabricated steel bogie(Co-Co)	117	19.5	22:61	5000	AC-DC	6	110
WDP-4B (PASS) Single CAB	4500/4300	21244	38.6T	(Co-Co)	126	21.0	77:17	6000	AC-DC-AC	6	110
WDP-4D (PASS) DUAL CAB	4500/4300	23740	38.6T	(Co-Co)	126	21.0	77:17	6000	AC-DC-AC	6	105
WDG-4 (GOODS)	4000/3800 & 4500/4300	21244	53T	(Co-Co)	126	21.0	90:17	6000	AC-DC-AC	6	105

SALIENT FEATURES OF ELECTRIC LOCOS

	TYPE OF ELECTRIC LOCOS							
	WAM4	**WAP1**	**WAP4**	**WAP5**	**WAP7**	**WAG5**	**WAG7**	**WAG8**
Power	3900	3900	5000	5440	6120	3900	5000	6120
Speed kmph	110	130	130	160	140	100	100	100
T.E.(t)	33.8	22.4	30.8	26.3	32.8	33.5	44	46.9
Axle load (t)	18.8	18.05	18.8	19.5	20.5	19.8	20.5	20.5
Loco Weight(t)	112.8	108	112.8	78	123	118.8	123.5	123
Length(Mtrs)	19.975	18.794	18.794	18.162	19.28	19.974	20.394	20.562
Width (Mtrs)	3.055	3.2	3.179	3.144	3.152	3.055	3.055	3.152
Height (Mtrs)	4.162	4.2	4.232	4.255	4.255	4.162	4.185	4.255
Brake System	Air/ Vac Dual	Air/ Dual	Air	Air/ Regen	Air/ Regen	Air/ Dual /Reho	Air/ Reho	Air/ Regen
GearRatio	15.62	21.58	23.58	67:35:17	72:20	15:62	18:64	77:15
	21:58			3:91	3:6	16:65	16:65	5:13

Maximum permissible tonnage with various class of Electric Loco under dry or wet conditions on critical sections over JAT division.

Section	**Ruling Gradient**	**Max. curve in**	**Max. Load Permitted**							
			WAG-5H		**WAG-7**		**WAG-9**		**WAG-9H**	
			Dry	**Wet**	**Dry**	**Wet**	**Dry**	**Wet**	**Dry**	**Wet**
BPRS-MEX	1:250	3.5	3418	2705	4005	3175	4277	3393	4652	3690
MEX-PTK	1:150	4	2937	2321	3444	2725	3679	2915	4002	3171
PTK-JAT	1:150	4	2937	2321	3444	2725	3679	2915	4002	3171
JAT-MCTM	1:100	5	2223	1751	2612	2062	2792	2206	3037	2400
MCTM-SVDK	1:93	5	2223	1751	2612	2062	2792	2206	3037	2400

CHAPTER—21

PARTICULARS OF ENGINES AS REGARD AXLE LOADS MAXIMUM PERMISSIBLE SPEED WEIGHT TRACTIVE EFFORTS ETC.(B.G)

S. No	Class of Engine	Maximum Speed Limit	Wheel notation	Tractive efforts	Max. axle load (coupled wheel)
1	2	3	4	5	6
1	WDM-2	120	Co-Co	24600	18.80
2	WDS-4and 4A	ML:65	0-6-00	Shag:17000	20.00
3	WDS-4	SH:38	....	ML:12400	....
4	WDS-4B	ML:65	0-6-0	ML:8500	20.00
		SH:27	...	SH:16900	....
5	WAM-4	110.00	Co-Co	33800	18.80
6	EMU	8.00	0-4-0	57	19.60
7	WAP-1	120	Co-Co	33800	18.80
8	WAG-5A	75	Co-Co	30000 KG	19.80
9	WAG-5B	75	Co-Co	3000 KG	19.80
10	WAG-5C	75	Co-Co	30000 KG	19.80
11	WAG-7	100	Co-Co	30000 KG	20.50

PARTICULARS OF ENGINES AS REGARDS AXLE LOADS MAXIMUM PERMISSIBLE WEIGHT TRACTIVE EFFORTS ETC.(B.G)

S. No.	Class of Engine	Total weight		Length over buffer	Diameter of Turn Table required of turn required to wkg. order	Water Capacity	Coal Diesel Capacity in tons, Tones or Litres
		Boiler and tender empty	Working order				
		Tones	Tones	M.M.	M.M.	Liters	Litres
1	WAG-5A	.....	118.8	19974	....	.....	.....
2	WAG-5B	.....	118.8	19974	.....	.....	.....
3	WAG-5C	....	118.8	19974	....	.....	.....
4	WDM-4 (Diesel)	105.58	111.13	18542	18288	.....	5000Litrs.
5	WDM-2	.....	112.8	18123	18240	.....	5000Litrs.
6	WDS-1and	.....	60.1	7800M	7620	.....	2700Litrs.
7	4A	.....	61	7800M	7620	.....	2700Litrs.
8	WAG-4	.....	87.6	17216	.....	.....	.....
9	WDM-1 Electric	.....	74	15852	.....	.....	.....
10	WAM-4	.....	112.8	19974	.....	.....	.....
11	WAP-1	.....	112.8	18704	.....	.....	.....
	WAG-7	....	123	209.34	....	.....	.....

PARTICULARS OF ENGINES AS REGARDS AXLE LOADS MAX. PERMISSIBLE SPEED WEIGHT ETC.(B.G.)

S.No.	Class of Engines	Group designation As regards axle load	Max. speed limit km/h	Wheel notation	Traction Efforts KG	Max.axle tender (wheel)	Water Capacity Litre
						Toned	
1	WDM-4(Diesel)	.....	100	Loco	20600	18.8	12.10
2	WDM-2	.....	100	Loco	24600	18.8	12.10
3	WDM-4	.....	65	60	1800	20.00	53.00
4	WDS-B	.....	40	60	ML6500	20.3	53.00
5	WDS-6	.....	55	Loco	SH.15800	21.0	...
6	DMU WDRL	.....	80	Coach	70 HP with	17.00	....
		.....			1800 RPM		
7	MEMU	Coach	100	Coach		20.00	

SPEED POTENTIAL ELECTRIC LOCOS (WITH OUT ACCELERATION RESEVE AND CURVES RESISTANCE) A: FREIGHT LOCOS

Compensated Gradient	Type of Loco	Type of Rolling stock	Balancing Speed (KMPH)				Starting Ability
			50	60	70	80	
Level	WAG-5	4 Wheeler	6000	4870	2926	1880	6000
		Box	6000	6000	4700	3150	6000
		Box 'N'	6000	6000	5050	3300	6000
1/500	WAG-5	4 Wheeler	4670	2710	1700	1140	6000
		Box	4650	3390	2200	1535	4650
		Box 'N'	5500	3550	2300	1600	5500
1/200	WAG-5	4 Wheeler	2690	1595	1020	695	3270
		Box	3010	1815	1190	830	3235
		Box 'N'	3100	1850	1200	850	3600
1/150	WAG-5	4 Wheeler	2175	1285	825	560	2540
		Box	2375	1430	935	650	2740
		Box 'N'	2400	1450	950	650	3150
Level	WAG-7	Box 'N'	7500	7500	7500	7500	7500
1/500	WAG-7	Box 'N'	6836	6016	4712	3904	6836
1/200	WAG-7	Box 'N'	88	3498	2558	2166	4516
1/150	WAG-7	Box 'N'	3212	2523	2026	1732	3790
Level	WAG-9	Box 'N'			6000		
1/500	WAG-9	Box 'N'	Above	Above		4985	6000
1/200	WAG-9	Box 'N'	5060	4045	3325	2780	5060
1/150	WAG-9	Box 'N'	3985	3200	2640	2220	4250

Compensated Gradient	Type of Loco	Type of Rolling Stock	Balancing Speed (Kmph)						Starting Ability
			80	90	100	110	120	130	
B:Coaching									
Locos									
Level	WAM-4	ICF-Coach			Above	1500			
1/500	WAM-4	ICF-Coach	Above	1500		1300	1070		Above 1500
1/200	WAM-4	ICF-Coach	1320	1170	970	830	700		Above 1500
1/150	WAM-4	ICF-Coach	1070	950	800	680	570		Above 1500
Level	WAP-1	ICF-Coach	4340	4346	4340	4340	4340	1280	4340
1/500	WAP-1	ICF-Coach	3070	3070	3070	1350	1100	870	3070
1/200	WAP-1	ICF-Coach	1460	1215	1010	860	715	570	2115
1/150	WAP-1	ICF-Coach	1185	990	830	710	590	470	1795
Level	WAP-4	ICF-Coach				Above	1500		
1/500	WAP-4	ICF-Coach				Above	1500	1105	Above 1500
1/200	WAP-4	ICF-Coach	Above	1500	1320	1230	1035	730	Above 1500
1/150	WAP-4	ICF-Coach	Above	1405	1090	1020	860	610	Above 1500
Level	WAP-5	ICF-Coach				Above	1500		
1/500	WAP-5	ICF-Coach				Above	1500	1470	Above 1500
1/200	WAP-5	ICF-Coach		Above	1500	1350	1160	995	Above 1500
1/150	WAP-5	ICF-Coach	Above	1500	4310	1125	970	840	Above 1500
Level	WAP-7	ICF-Coach				Above	1500		
1/500	WAP-7	ICF-Coach				Above	1500	1105	Above 1500
1/200	WAP-7	ICF-Coach	Above	1500	1320	1230	1035	730	Above 1500
1/150	WAP-7	ICF-Coach	Above	1405	1090	1020	860	610	Above 1500

SPEED PERMITED FOR VARIOUS TYPES OF DIESEL LOCOMOTIVES							
Section	MSS	Type of Locos					
		WDM-2/ 1WDM/3A	WDG-3	WDG-4	WDP-4	WDP-4B	WDP-4D
BPRS-PTKC	110	110	100	105	110	110	110
PTKC-BHRL	50	50	50	50	50	50	50
BHRL-JAT	110	110	100	105	110	110	110
JAT-MCTM-SVDK	75	75	75	75	75	75	75
CHN-BHRL	110	110	100	105	110	110	110
SVDK-SGDN	85	85	85	85	85	85	85
SGDN-QG	75	75	75	75	75	75	75
QG-BRML	100	100	100	100	100	100	100

The best safety device is a careful man

CHAPTER—22
LIST OF FUELING POINTS OVER NORTHERN RAILWAY

S. No.	Div.	RCD	Station Code	State	Mode of Supply	Supp-lier	Storage Capacity (KLS)	Avg. Daily off in KLs (2012-13)	Supply Depot	Status obtained Explosive Clearance
1	DLI	New Delhi	NDLS	Delhi	Rail	IOCL	1080	90	Panipat	Yes
2		Tughlakabad	TKD	Delhi	Road	IOCL	730	43	Panipat	Yes
3		Shakurbasti	SSB	Delhi	Road	IOCL	660	80	Panipat	Yes
4		Delhi	DLI	Delhi	Road	IOCL	230	56	Panipat	Yes
5		Nizamuddin	NZM	Delhi	Road	IOCL	70	7	Panipat	Yes
6		Anand Vihar	ANVT	Delhi	Road	IOCL	145	4	Panipat	Yes
7		Rohtak	ROK	Haryana	Road	IOCL	400	25	Panipat	Yes
8	FZR	Ludhiana Shed	LDH Shed	Punjab	Road	IOCL	730	29	Sangrur	Yes
9		Ludhiana Lobby	LDH lobby	Punjab	Road	BPCL	380	47	Sangrur	Yes
10		Jalandhar	JUC	Punjab	Road	IOCL	210	28	Jalandhar	Yes
11		Amritsar	ASR	Punjab	Road	IOCL	350	27	Jalandhar	Yes
12	JAT	Pathankot	PTK	Punjab	Road	IOCL	210	10	Jalandhar	Yes
13		Baijnath Paprola	BJPL	HP	Road	IOCL	20	1	Par Wanoo	Yes
14		Jammu Tawi	JAT	J&K	P/Line	IOCL	490	46	Jammu	Yes
15		KATRA	SVDK	J&K	Road	IOCL	140	9	Jammu	Yes
16		Budgam	BDGM	J&K	Road	IOCL	540	4	Srinagar	Yes
17	UMB	Bathinda	BTI	Punjab	Riad	IOCL	1240	89	Bathinda	Yes
18		Ambala	UMB	Haryana	Road	IOCL	520	25	Ambala	Yes
19		Kalka	KLK	Haryana	Road	IOCL	140	6	Ambala	Yes
20		Saharanpur Up	SRE/UP	UP	Road	IOCL	420	54	Panipat	Yes
21		Saharanpur Dn	SRE/DN	UP	Road	BPCL	628	61	Panipat	Yes
22	LKO	Varanasi	BSB	UP	Rail	IOCL	1740	83	Panipat	Yes
23		Charbagh/LKO	CBkLKO	UP	Rail	IOCL	1905	163	Panipat	Yes
24		Alambagh	AMV	UP	Road	IOCL	470	25	Panipat	Yes
25	MB	Allamnagar	AMG	UP	Road	IOCL	210	21	Panipat	Yes
26		Moradabad	MB	UP	Rail	IOCL	1446	145	Panipat	Yes
27		Roza	RAC	UP	Rail	IOCL	1190	76	Panipat	Yes

CHAPTER—23
LIST OF WATERING STATIOINS OVER JAT DIVISION

1	Shri Mata Vaishno Devi Katra	All Platforms
2	Martyr Captain Tushar Mahajan	All Platforms
3	JAMMU TAWI	All Platforms
4	PATHANKOT	All Platforms

CHAPTER—24
DUTIES OF DRIVER WHEN HE NOTICES ANY TRACK DEFECT DURING RUN

SR 6.07/1 In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains, will take action as under:—

(a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left staion in rear through available means of communication to stop movement of trains.

(b) Proceed further, only after satisfying himself that Staion Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master form the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master.

(c) The Station Master on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section and Junior Engineer/Section Engineer(P.Way), Assistant Engineer,Divisional Engineer, Chief Controller and Divisional Operations Manager.

(d) Arrange to dispatch by rail maintenance machine/tower wagon/light eninge or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect in the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.

(e) In the absence of engineering officials the train with a caution order instruction the Loco Pilot to stop dead before the affected Kilo meters and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect anything doubtful, subsequent trains shall be dispatched with a speed restriction of 10 Kilometers per hour till the track is certified to be safe by engineering Officials.

(f) If the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by engineering officials.

Note: In Case the Guard of the train experiences any abnormal occurrence in the track while workingh is train.

1 He must inform the Loco Pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in para (a) above. In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

2 As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it ,will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per para (1) (d) above in consultation with the Section Controller except that only rail maintenance machine/tower wagon /light engine shall be sent to ascertain for the line to be safe for the movement of the train.

3 In the event of the Loco Pilot and or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action.

(a) Immediately swtich "On" the flasher light of his Loco.

(b) informthe Station Master(s)concerned/control through the avilable means of communication and concurrently.

(c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR3.62.

(d) There after, he will continue journey to the next Station cautiously keeping flasher Light "on".

(e) be prepare to stop any incoming train approaching on the affected track by communicating on Walkie-Taklie or other available means of communication and exhibiting danger hand signal.

(f) on arrival at the next Station he shall inform the Station Master through a written memo about the occurrence.

(g) on receipt of such information the Station Master must take action as per para (1) C TO (f) above.

(h) In case of home signal and calling-on signal failure at stations where signal post telephones are provided, the Station Master and Loco Pilot will take action as per Para 3.69 of General and Subsidiary Rules (G&SR).

CHAPTER—25

BRAKE CONTINUITY TEST (AIR BRAKE)

एयर ब्रेक माल गाड़ियो पर ब्रेक निरंतरता परीछण की पद्धति

गार्ड :

यह देखने के पश्चात की बी पी प्रेशर इस्के अपेच्छित स्टर 4.8 कि ग्रा/सी एम -2 टी पहुच गया है, गार्ड दुआरा गार्ड के आपत वाल्ब को प्रचलित करके 30 सेकंड हेतु प्रेशर को 1 कि ग्रा। तक गिराएगा । तत्पश्चात ब्रेक पाइप प्रेशर को इसके मूल स्तर तक पुनः बनाया जाएगा इससे कोंटीन्यूटी का पता चलता है। गार्ड बी.पी.सी पर हस्ताक्षर करेगा और इसे ड्राइवर को भेजेगा।

ड्राइवरः- ड्राइवर यह देखेगा कि (i) बी.पी.सी मे गिरावट है (ii) एल.एस.ए.एफ संकेत तथा बजर सुनेगा, क्योंकि गार्ड द्वारा प्रेशर नष्ट किया जाता है । ज्यों ही प्रेशर इसके मूल स्तर तक पुनः बनता है एल.एस.ए.एफ संकेत बुझ जाएगा और बजर बजना बंद हो जाएगा । गार्ड द्वारा विधिवत हस्तरक्षित बी.पी.सी प्रपट होने के पश्चात ड्राइवर बी.पी प्रेशर को शून्य तक गिराएगा उसके बाद वह बी.पी प्रेशर को पुनः निर्मित करेगा, जिसे इसके मूल स्तर तक बनाया जाना चाहिए इसके बाद ड्राइवर को बी.पी.सी पर हस्ताक्षर करने चाहिए।

गार्ड : ड्राइवर के पास बी.पी.सी को भेजने के पश्चात देखना चाहिए कि बी.पी प्रेशर शून्य तक गिर जाता है, इसके अनुरूप ड्राइवर को इंजन से प्रेशर गिराना होगा, बी.पी प्रेशर को इसके मूल स्तर तक बनाया जाना चाहिए, इससे कोंटीन्यूटी की पुष्टि होती है।

गार्ड द्वारा यह सुनिश्चित करने के पश्चात ही बी.पी प्रेशर को इसके मूल स्तर तक चार्ज कर दिया गया है, गाड़ी को प्रस्थान सिगनल दिया जाएगा।

AIR PRESSURE LEVEL ON GOODS & PASSENGER TRAINS

The B.P.Gauge in Engine & Rear Brake Van/SLR should not indicate less than the following pressures.

	Engine Gauge	**BVan/SLRGauge**
Mail/Express/Pass.Trains	5Kg./Cm2	4.9Kg./Cm2
Goods Train	5Kg./Cm2	4.9Kg./Cm2

(i) Above reading hold good for Ghat Sections as well.

(ii) In addition to specification on Air pressure requirement and all other instructions laid down for Goods Trains above. It should be ensured that a minimum of 90% of total number of cylinders are fully operative on a train on Ghat Section.

Procedure for Brake—Continuity test on Air Brake Goods Stocks:

Driver & Guard shall conduct continuity test :

Guard: After seeing that the B.P. pressure has reached the requisite value 4.8 Kg./Cm_2 respectively, Guard shall drop the pressure by 1 Kg. for 30 seconds by operating guard's emergency valve.There after the brake pipe pressure should again build up to original value, this shows continuity , the guard signs the BPC & sends the book to the driver.

Driver: The Driver will notice (i) drop in BP (ii) LSAF indication & buzzer because of the destruction of pressure by the guard. As soon as pressure is built up again to the original valve LSAF indication disappears and buzzer stops. After getting the BPC duly signed by the guard the driver destroys the BP pressure to zero.Then the recreates the BP pressure which should build up to the original value, then driver should sign. the BPC.

Guard: After sending the BPC to the driver, the guard should notice that the BP pressure falls to zero, this corresponds to the driver having dropped the pressure from the loco. The B.P. pressure should build up to its original value. This confirms continuity.

Guard shall give the train starting signal only after ensuring the BP pressure have been charged to the original value.

5011(F) **Checking of Break Power on Run**

Every driver after leaving or engine changing or train examination or when engine shunting operation shave done on the train should make a service application of brakes by destroying after inch of vacumeinsdto get the fuel of the break power of the train and he should take in to consideration this available brake power controlling his train. Time lost due to this check application of brakes should be made up the run.

व्हील फ़्लैट की पहचान और माप

आप कैसे करेंगे:-

व्हील फ़्लैट की पहचान का प्रचलित तरीका रोलिंग इन परिक्षण हैं | इस परिक्षण के दौरान टीएक्सआर स्टाफ नियमानुसार साधनों द्वारा व्हील फ़्लैट की मौजूदगी का पता लगते हैं | यह जांच निम्न स्थानों पर किया जाता है :-

1 यात्री गाड़ियों के लिए बड़े हाल्टिंग स्टेशनों पर

2 माल गाड़ी के लिए बड़े टर्मिनेटिंग प्वाइंटों पर

3 इंजनों के मामले में यह शेड में उनके निर्धारित रख–रखाव के दौरान की जाती है | ड्राइवर भी व्हील फ्लैटों की पहचान का एक साधन है जो कि सायन ऑफ़ के समय लॉबी/शेड इंचार्ज को जिनके फ़्लैट व्हील के बारे में बताता है |

4 विभिन्न स्थितियों में किसी गाड़ी के असाधारण व्हील का पता, उसके रुके रहने की अवस्था में, उसके कर्मी दल या स्टेशन स्टाफ द्वारा व्यावहारिक रूप से पता लगाया जाना संभव नहीं है | व्हील के फ़्लैटनेस अनुमति सीमा से अधिक होने का पता टीएक्सआर के पास उपलब्ध टायर डिफेक्ट गेज की सहयता से लगाया जा सकता है|

फ़्लैटनेस की अनुमत सीमा

भारतीय रेल पर रोलिंग स्टाक परिचालन में व्हील फ़्लैट की वर्तमान अधिकतम अनुमत सीमा (वैल्यु) इस प्रकार है:-		
रोलिंग स्टाक	एक्सल लोड	फ़्लैट नेस की सीमा (मि.मी.)
लोकोमोटिव	22.5t	50 (बड़ी लाइन के इंजन)
मालडिब्बा	20.3t	60 (बड़ी लाइन के मालडिब्बे)
सवारी डिब्बा	16.25t	50 (बड़ी लाइन के आईसी एफ व बी.ई.एम.एल)
		75 (बड़ी लाइन आई.आर.एस)

CHAPTER-27

सवारी गाड़ी परीक्षण

1. समस्त थ्रू गाड़ियों का सुरक्षात्मक परीक्षण (सेफ टू रन) रेक लिंक के अनुसार किया जाता है | यह परीक्षण लगभग 100 मील के लिए किया जाता है तथा इसमें लगने वाला समय 10-20 मिनट तक है अतः गाड़ियों का सरंचात्मक परीक्षण उचित तरह से हो यह सुनिश्चित करने के लिए वांछनिय है कि गाड़ी परीक्षक तथा उनका स्टाफ प्लेटफार्म के जिस और से गाड़ी आ रही हो, उस और के अंतिम सिरे पर गाड़ी आने के कुछ मिनट पूर्व, अपने को उपस्थित रखें | गाड़ी परीक्षक को चाहिए कि वे अपने कुछ स्टाफ के साथ प्लेटफार्म के दूसरी तरफ इस प्रकार बैठें कि, रोलिंग इन परिक्षण आसानी से कर सकें :-

1 टायर में बने चपटे गढ़े (फ्लैट टायर)
2 ब्रेक जाम हो जाने से सही धंग से ना घुमने वाले पहिए
3 लटकता हुआ या ढीला या टूटा भागी
4 **टूटी स्प्रिंग**
5 कोई अन्य खराबी |

2. गाड़ी रुकने के बाद उसका पूर्णरूप से परीक्षण करना चाहिये तथा सभी खराबियां, क्षतियों और दोषों को पकड़ना तथा उनका सुधर करना चाहिये | इन परीक्षण में निम्न बातें सम्मिलित हैं:-

1 पहियों का बजाना या छूना (सिलिन्डर रिलीज करने के बाद) |
2 एक्सल बाक्सों का छूना (हॉट एक्सल/ वार्म बॉक्स पकड़ना) |
3 अंडर गियर को देखकर परीक्षण करना, जिसमे कि पहले व अंतिम डिब्बे के बफर के नट व गटर का परीक्षण, सम्मिलित है |
4 आवश्यकता पड़ने पर वैक्यूम का मेंटेनेंस तथा ब्रेक गियर का समायोजन (एडजस्टमेंट) करना |
5 कोई और शिकायत, जो गार्ड, ड्राइवर या किसी यात्री द्वारा की गयी हो |
6 कोई और खराबियां, जो गाड़ी की चलती हालत में सरंक्षा भंग कर सकती हैं |

CHAPTER—28

इंजन रोलिंग डाउन से बचाव

इंजन परिवर्तन की स्थिति में या किसी अन्य करन से ट्रेन बीच सेक्शन में रुकने पर निम्न कार्यवाही करे

(क) इंजन में ब्रेक लगाने के साथ एस-ए-9 को आपातकालीन स्थिति में कर ट्रेन को ब्रेक लगाये

(ख) लोकोमोटिव के हैंड ब्रेक लगाये

(ग) सुनिश्चित करे लोको तथा ट्रैन में ब्रेक वास्तव में लगे हुए है

(घ) यदि लोको बैंकर कार्य कर रहा है तो सुनिश्चित करे की बैंकर लोको में एस ए-9 तथा हैंड ब्रेक कार्य कर रहा है

(ड़) ढलान पर लोको रुकने की स्थिति में लकड़ी के गुटके को व्हील व पटरी के बीच लगाएं

(च) चलती गाड़ी मे एस ए -9 का प्रयोग गाड़ी कंट्रोल करने के लिए न करें | शंटिंग के दौरान गाड़ी के ब्रेक का प्रभावी हेना सुनिश्चित करे | यदि आपातकालीन स्थिति में एस ए -9 का प्रयोग करने पर व्हील स्किड हो जय तो इंजन रिपेयर बुक में नोट करें

CHAPTER—29

LATEST INSTRUCTIONS FOR SWITCHING ON/OFF FLASHER LIGHTS

1 All locomotive, EMU, DMU, MEMUs and other self propelled vehicles should not be turned out from the shed maintenance depots if the "Flasher Lights" are in defective condition. If the same is found non-functional at any stage of working, the loco motive, EMUs, DMUs, MEMUs and other self propelled vehicles should be treated as "failed".

2 During the course of his run in all cases stipulated, as under, driver should immediately switch ON the flasher light as indicated below. The cases where flasher light is to be switched ON are:

Train brought to stand on a gradient for any reason.

Sudden drop in pressure/vacuum and fluctuation of Airflow meter while on run.

* Sudden heavy jerk/lurch.

* Rail fracture/Weld failure.

* Train parting.

* Locomotive failure.

* Derailment of the train.

* Any other situation warranting protection on the adjoining track.

* While running on the wrong line during TSL working on double line section."

If there is no tention in OHE countionesly.

Note:

(i) The Driver/Assistant Driver should switch "ON" the flasher light before doing any thing else.

(ii) On seeing flasher light "ON" the train drivers in the opposite direction must stop short of any obstruction.

CHAPTER—30

ITEMS TO BE CHECKED BY LOCO PILOTS AND GUARD BEFORE STARTING TRAIN

1 Check Rake integrity.

2 All CBSs and Air Hoses are properly coupled and locked.

3 All the Angle Cocks are in open condition.

4 The last Angle Cock of the last vehicle is in closed condition.

5 Empty/Load device handles are in proper position. (except BLC rakes).

6 There is no loose fittings/hanging parts like push-pull rod, Brake Beam, Safety brackets, Brake Blocks etc. which may endanger safe running of the train.

7 There is no displaced or broken spring in wagons.

8 After loading, it is to be ensured that containers are secured properly on the flat wagon to avoid displacement/shifting of the same during run. (For container train).

9 There is no leakage in tank wagons. (For tank rakes only)

10 Hand Brake leavers are in releases condition.

11 Continuity of the brake pipe pressure is confirmed.

12 Any other abnormality noticed on visual examination which may endanger safety.

13 EM pad adopters are not canted.

14 Wagon frame Centre Pivot is properly housed in Trolley housing.

OPERATION OF TRAINS HAULED ELECTRIC/DIESEL LOCOMOTIVES DURING THE FLOODING OFTRACKS.				
Sr. No.	**Water**	**SPEED LIMITS**		
		Electric Loco motives	**Diesel Loco motives**	
			Broad Gauge	**Meter Gauge**
(i)	Upto rail level	Normal Section Speed	Normal Sectional Speed	Normal Sectional Speed
(ii)	Less than 75 mm (3) above rail level	15 Km P.H.	Not exceeding 5 Kmph (Walking Speed)	Where water level does not exceed 90 mm. (3 1/2) not exceeding 5 Km.P.H.
(iii)	More than 75mm. (3) but less than 100 mm.(4)	Not to exceed 8 Km. P.H. and with out causing turbulence.	Not exceeding 5 Km.P.H. (Walking Speed)	(Walking Speed) -do-
(iv)	More than 100 mm(4)	Not to run on own power Stranded train be pulled by a Diesel/Steam Engine if unavoidable.	See Note Below (a)	See Note below(a)

Note: Whenever there is possibility of water level rising above permissible limits 100 mm. (4) on B.G. And 90 mm. (31/2) on M.G. , all efforts be made to remove the Locomotive to safer place

The best safety device is a careful man

CHAPTER—32

JURISDICTION OF ENGINEERING OFFICERS AND SUBORDINATES OVER JAT DIVISION

Sr. DEN	ADEN	SSE/P.Way (Inc.)	Section	Line	From Km	From m	To Km	To m	Length (Km)
Sr. DEN-I	MCTM	MCTM	Jammu Tawi – Katra	Single	2	0	79	724	**77.724**
Sr. DEN-I	BDGM	BDGM	Qazigund – Baramula	Single	46	0	117	900	**71.9**
Sr. DEN-I	BDGM	BAHL	Banihal – Qazigund	Single	150	300	168	700	**18.4**
Sr. DEN-I	BDGM	BAHL	Qazigund – Baramula	Single	0	0	46	0	**46**
Sr. DEN-I	REAI	BAHL-I	SVDK – Banihal	Single	140	0	189	231	**49.231**
Sr. DEN-I	REAI	REAI	SVDK – Banihal	Single	78	943	140	0	**61.057**
Sr. DEN-II	JAT	JAT	Bharoli – Jammu Tawi	Down	60	0	96	590	**36.59**
Sr. DEN-II	JAT	JAT	Bharoli – Jammu Tawi	Up	60	0	96	590	**36.59**
Sr. DEN-II	JAT	JAT	Jammu Tawi – Katra	Single	0	0	2	0	**2**
Sr. DEN-II	KTHU	KTHU	Bharoli – Jammu Tawi	Down	13	0	60	0	**47**
Sr. DEN-II	KTHU	KTHU	Bharoli – Jammu Tawi	Up	13	0	60	0	**47**
Sr. DEN-II	PTK	PTK	Batala – Bharoli	Single	85	0	103	910	**18.91**
Sr. DEN-II	PTK	PTK	Bharoli – Pathankot	Down	0	700	2	220	**1.52**
Sr. DEN-II	PTK	PTK	Bharoli – Pathankot Cantt	Up	0	700	2	220	**1.52**
Sr. DEN-II	PTK	PTK	Bharoli – Jammu Tawi	Down	0	0	13	0	**13**
Sr. DEN-II	PTK	PTK	Bharoli – Jammu Tawi	Up	0	0	13	0	**13**
Sr. DEN-II	PTK	PTK	Bharoli – Pathankot	Single	103	910	107	120	**3.21**
Sr. DEN-II	PTK	PTK	Pathankot Cantt – Pathankot	Down	112	60	112	700	**0.64**
Sr. DEN-II	PTK	PTK	Pathankot Cantt – Pathankot	Single	112	700	115	0	**2.3**
Sr. DEN-II	PTK	PTK	Pathankot Cantt – Pathankot	Up	112	60	112	700	**0.64**
Sr. DEN-II	PTK	PTK	Bhogpur Sirwal – Pathankot Cantt	Down	91	0	112	60	**21.06**
Sr. DEN-II	PTK	PTK	Bhogpur Sirwal – Pathankot Cantt	Up	91	0	112	60	**21.06**
Sr. DEN-II	MEX	MEX	Bhogpur Sirwal – Pathankot Cantt	Down	27	750	91	0	**63.25**
Sr. DEN-II	MEX	MEX	Bhogpur Sirwal – Pathankot Cantt	Up	27	750	91	0	**63.25**
Sr. DEN-II	DHW	DHW	Batala – Bharoli	Single	39	150	85	0	**45.85**
Sr. DEN-II	PLMX	PLMX	Pathankot – Joginder Nagar	Single	85	700	165	800	**80.1**
Sr. DEN-II	NG PTK	NG PTK	Pathankot – Joginder Nagar	Single	0	0	85	700	**85.7**

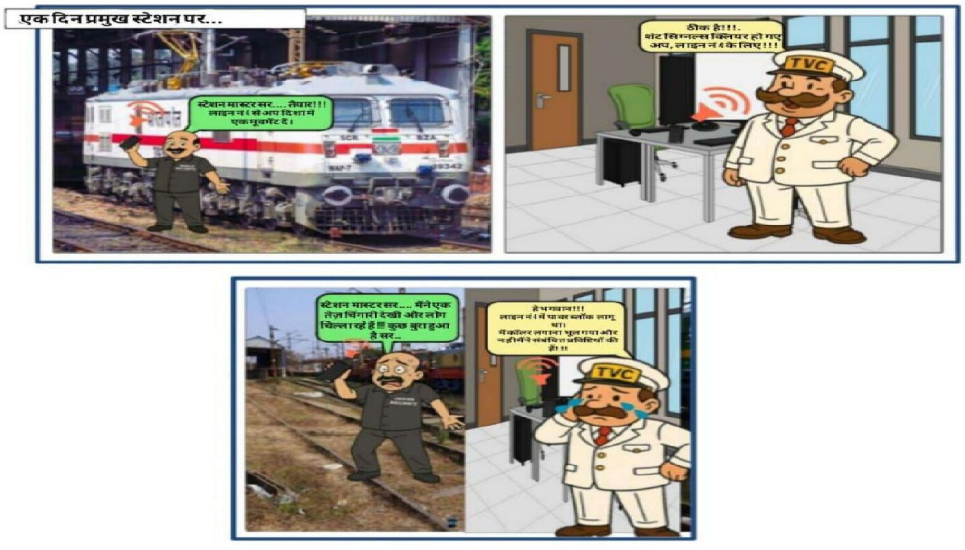
किसी भी गतिविधि की अनुमति देने से पहले मैन्युअल काँटे को शारीरिक रूप से सुनिश्चित करें।

CHAPTER–33

CORRIDOR BLOCKS

SECTION	TIME FROM	TIME TO	TOTAL TIME HRS.	DAYS ON WHICH AVALIBLE
DZA-PTK (UP)	14:00	18:00	4:00	Ex - 3,4
PTK-DZA (DN)	03:20	06:20	03:00	Daily
DZA-JRC (DN)	04:10	07:10	03:00	Daily
PTK-KTHU (UP)	16.45	20.45	04.00	Except-2
KTHU-JAT (UP)	18.00	21.00	03.00	Except-2
JAT-PTK (DN)	1:35	4:35	3:00	Daily
JAT-MCTM (UP/DN)	0:50	3:50	3:00	Ex - 3, 5, 6
MCTM-SVDK (UP/DN)	23:45	3:45	3:00	Daily
CHN-GSP(UP/DN)	21:45	2:40	4:55	EX-2
GSP-BHRL(UP/DN)	23:15	03:30	04:15	EX-2

पावर ब्लॉक सेक्शन में वाहन का प्रवेश



सबसे अच्छा सुरक्षा उपकरण सावधान रेलवे कर्मचारी है

उत्तर रेलवे ॥जम्मू मंडल

Section Wise Eng. Recovery Time		
S.No.	**Section**	**Recovery Time**
1	JAT-BPRS	12"
2	BPRS-JAT	12"
3	PTK-JDNX	11"
4	JAT-SVDK	5"
5	BRML-BAHL	8"
6	SVDK-BAHL	7"

रिले रूम की कुंजी

कभी भी अनधिकृत व्यक्तियों को रिले रूम की चाबियां न सौंपें।

उत्तर रेलवे | जम्मू मंडल

Note:- The ER Time has by and large been provided at the end of the run of each train Engineering works shall how ever be permitted on the above basis.

CHAPTER—34

LIST OF FIXED OVERHEAD STRUCTURES WITH LESS THAN STANDARD CLEARANCE

S. No.	Section	Name of Station	Height above Rail level in meters
1	JAT-MCTM	RMJK-MCTM ROB No.144	5.73
		Km.No.50.37	

पैनल पर अनाधिकृत संचालन को रोकें

जीआर **5.08:** किसी भी अनाधिकृत व्यक्ति को सिग्नल, प्वाइंट, विद्युत ब्लॉक उपकरणों और विद्युत संचार उपकरणों या रेलवे के कामकाज से जुड़े किसी अन्य उपकरण तक पहुंचने या उन्हें संचालित करने की अनुमति नहीं दी जाएगी।

उत्तर रेलवे॥जम्मू मंडल

CHAPTER—35

PRECAUTION WHILE PASSING GATE SIGNAL IN ON POSITION AND L-XING GATE IS IN OPEN CONDITION PASSING OF A GATE STOP SIGNAL AT "ON"

(1) When a Loco Pilot finds a gate Stop signal at 'on', he shall sound the prescribed code of whistle and bring his train to stop in rear of the signal.

(2) (a) If the gate Stop signal is provided with a 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken' off ' with in this period, he may draw his train ahead cautiously up to the level crossing, and.

(b) If the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously.

(c) If the Gateman is not available, or, if available but not exhibiting hand signals ,he shall stop short of the level crossing, where he shall then be hand signaled past the gate by the Gateman, if there is one or in the absence of the gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic.

3 If the Loco Pilot finds, after stopping at the signal, that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instruction.

S.R. 3.73/1 : In non-automatic signaling territories where local site conditions require, a distinctive gate signal shall be provided with square marker plates, yellow in colour and letter 'G' inscribed there on for controlling the entry of a train into a rail-cum-road bridge. When a Loco Pilot finds such a gate signal at 'ON' he must sound a long while and bring his train to a stop in rear of the signal. If after waiting for one minute train ahead cautiously on hand signals given by the Asstt. Loco pilot and stop in loir of rail-cum-road bridge/level crossing gate.

The Loco Pilot shall not pass rail-cum-road bridge unless he is piloted by Gateman or hand-signaled forward by the Gateman walking ahead of the train. the absence of the Gateman, one of the engine crew must closed the gates against traffic at both ends of the bridge and hand signal the train throught he bridge at a similar manner.

In case there is bridge between the gate signal and the gate the Loco pilot behand signaled across the level crossing gate by the Gateman or by one of the engine crew when he gate man is absent. The person giving such signals will ensure that the level crossing is clear and the gates have been closed against road traffic.

3.74 Absence of a fixed signal or a signal with out a light:-

(1) (a) If there is no fixed signal or a signal at a place where a fixed signal is ordinarily shown, or

(b) If the light of a signal is not burning when it should, or

(c) If a white light is shown in place of a colour light,or

(d) If the aspect of a signal is misleading or imperfectly shown,or

(e) If more than one aspectis displayed.

The Loco Pilot shall act as if the signal was showing its most restrictive aspect:-

Provided That during night, if in the case of a semaphore Stop signal for approaching trains only, the loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the'off'position,he shall proceed pass it up to the station cautiously at a restricted speed obeying all intermediate Stop signals, if any, relating to him, and report the matter to the Station Master for necessary action.

2. At Station equipped with a colour light signal provided with a 'P' marker, the Loco Pilot shall bring his train to a stand if does not show himself that the signal is provided with a 'P' marker shall proceed preparing to stop at the next Stop signal and shall be guided further by its aspect.

S.R.3.74/1:

(a) When a loco Pilot comes across any signal which is flickering/bobbing, he should consider that signal to be showing the most restrictive aspect and being his train to a stop shot of it. If the signal assumes steady aspect, and remains steady for 60 seconds, the Loco Pilot should act according to the steady aspect so shown. If, however, the signal continues to flicker/bob and does not assume the steady aspect for 60 seconds , he should treat the signal as defective and take further action accordingly.

(b) **When a Loco Pilot comes across any signal which is showing more than one aspect simultaneously, he shall,take action as detailed below:**

(i) In case of amanual stop signal, he shall observe GR.&SR's 3.69, 3.80, and 3.81 treating the signal as defective.

(ii) In case of automatic signal ,heshall obey the most restricted aspect.

CHAPTER—36

STATEMENT SHOWING LOSS OF TIME FOR DIFFERENT SPEED RESTRICTION

Ref:- 40/DTP/11 (ED/CHG/NDRB) Dated 24/08/2011

Time lost on speed restriction joint procedure order

Decription Of Speed Restriction (in sec)	20 Kmph	30 Kmph	50 Kmph	75 Kmph
Decelaration	60	45	30	10
Acceleration	90	60	50	20
Length of 24 coaches + 100 m	676	676	676	676
Tme taken at 100 Kmph	25	25	25	25
Time taken at restriction speed	122	81	49	32
Time loss on ER site	97	56	24	7
Total time loss	247	161	104	37
Time loss for every extra 100 m	21	9	5	2

The following table lays down the time loss by a 24 coach express train for different types of speed restrictions imposed over a 100 mts. Time loss on account of additional length of restriction is also given in multiples of 100 mts.

1	2	3	4	5	6	7	8
S.No.	SR (kmph)	Time taken for 100 kms in hours	Time taken 100 km in minute	Time taken for 100 km in second	Time lost [diff. from 100 to concerned reduced speed] in second	Dece. In second	Acce. In second
1	100	0.001	0.060	3.6	0.0		
2	95	0.001	0.063	3.8	0.2	3	6
3	90	0.001	0.067	4.0	0.4	6	12
4	85	0.001	0.071	4.2	0.6	9	18
5	80	0.001	0.075	4.5	0.9	12	24
6	75	0.001	0.080	4.8	1.2	15	30
7	70	0.001	0.086	5.1	1.5	18	36
8	65	0.002	0.091	5.5	1.9	21	42
9	60	0.002	0.100	6.0	2.4	24	48
10	55	0.002	0.109	6.5	2.9	27	54
11	50	0.002	0.120	7.2	3.6	30	60
12	45	0.002	0.133	8.0	4.4	33	66
13	40	0.003	0.150	9.0	5.4	36	72
14	35	0.003	0.171	10.3	6.7	39	78
15	30	0.003	0.200	12.0	8.4	42	84
16	25	0.004	0.240	14.4	10.8	45	90
17	20	0.005	0.300	18.0	14.4	48	96
18	15	0.007	0.400	24.0	20.0	51	102
19	10	0.010	0.600	36.0	32.4	54	108

Train length [std.24 coaches + loco (MU)= 570 mtr.]to be added in restriction length. Dece/Acce time shall also be added as shown in table

Time consumed in PSR = $\frac{\text{distance + train length (570 m) X column 6 fig.}}{100}$ = Derived fig.

$= \frac{\text{Derived Fig. + Acce + Dece.}}{60}$

Note — Electrified section — 40 mast/pole per km., distance per mast 25 mtr.

Non-electrified section—20 pole per km. distance per pole 50 mtr.

CHAPTER—37

SAFETY PRECAUTIONS AND ESSENTIAL INSTRUCTIONS FOR RUNNING ELECTRICAL, C & W AND OPERATING STAFF WORKING IN A.C. TRACTION AREA

DOs AND DON'Ts

For All Staff:-

1 **In case of fire on electric equipment or wires :-**

(i) Inform Traction Power Controller

(ii) Extingish fire by special extinguishers, if available

(iii) Ensure no water jet is directed at the fire under any circumstances.

2 Anything unusual on traction wires or on electric loco motive - Inform Traction Power Controller from nearest Station Master.

3 In any emergency- speak to Traction Power Controller on emergency telephone system (Sockets or connecting emergency telephone are provided at about a kilometre and the direction to the nearest sockets in indicated on OHE-masts.

DON'T(S)

1 DO NOT approach with in 2 metres (approximately 7 feet)of any traction wires or live equipment

2 DO NOT work on to near traction wires or any live equipment unless they are made dead, earthed and shut down notice/permits to work obtained.

3 DO NOT permit unauthorized persons to operate any equipment even if it be for making it dead

4 DO NOT disturb any earthing or bonding or traction wires

5 DO NOT enter any switching station or remote control centre unless specially permitted

6 DO NOT touch a person in contact with live traction wires. Remove body only after power supply is switched off and earthed.

7 DO NOT for get to give artifical respiration to the victim.

8 DO NOT touch any traction wire hanging from the mast or fallen on the ground and do not allow any one else to touch it.

For Running Staff:-

1 Avoid slipping of wheels of rolling stock

DO(S)

2 Load coal or oil in locos outside the electrified zone only

3 Keep at a safed istance of 2 metres (7 feet) from traction wires while working on the locomotive

DONT (S)

1 DO NOT lift or raise your tools towards traction wires, (keep the tools in their respective position immediately after use),

2 DO NOT take locomotive with raised pantograph to any unwired line, power block working limit or near the section insulator at the end of section under power block.

3 DO NOT climb on the engine tender for ANY PURPOSE while under traction wires unless power is switched offand "PERMIT TO WORK" obtained. (For watering use the Water column from the ground with the special device provided and open the tank cover by the special device provided).

4 DO NOT allow articles like firing rod, shovel or any other thing to project above the engine while on electrified tracks.

5 DO NOT direct any jet or spray towards the traction wires. Jets of water, if necessary may be used horizontally outside safety zone of 2 metres (7 feet).

StationMaster:-

DO(S)

1. Ensure all staff are conversant with safety precautions
2. Report defects in traction wires or any electric locomotives promptly to the Traction Power Controller
3. Keep sufficient number of "Caution Lever Collars " and ensure staff under stand their use
4. Ensure fitting of "Caution Lever Collars" to the points and signal levers which give access to section under power block
5. Observe procedure given in Station Working Rules while operating isolator switches
6. Ensure safe custody of isolator switch keys
7. Ensure that traction power staff protect section from all direction by banner flags during power block
8. Suspend working of block and signal sifsigns of unusual working are noticed Always check up block instruments and signaling equipments when any break down intraction wires occurs.
9. Instructy our lampman to see that while he goes up the signal post he does not carry any ironrod/article likely to be brought with in the danger zone of 2 metres (approximately 7 feet)of the traction wires.
10. Please ensure that the doors of all wagons on the train are closed

DON'T(S)

1. DO NOT permit an electric locomotive or multiple units with raised pantograph to approach any section under power block beyond "Power Block Working Limit" Boards or near section insulators.
2. DO NOT permit your staff to work adjacent to live traction wires
3. DO NOT permit your staff to approach live traction wires with in the danger zone of 2 metres (approximately 7 feet)
4. DO NOT permit electric locomotive with raised pantograph to enter unwired section
5. DO NOT take off signal for direct reception for any electric engine or train if the reis a power block with in the adequate distance of the signals.

For Carriage Staff:

DO(S)

1. Watering of carriages should be done at watering sections as per special rules
2. Ensure that no staff is working on the roofs of carriages and all the watering staff has assembled as the place marked for watering gang before returning the key to Line man.

DON'T(S)

1. DO NOT climb on the roofs of the carriages or wagons when located beneath overhead wires unless the power is switched off and" permit to work" or watering badge is obtained as rules.
2. DO NOT go beyond the "Watering limit boards" of the watering section
3. DO NOT open the hydrant till the other end of the hosepipe has been inserted in the cover head tanks of the carriages. Similarly do not with draw the hosepipe from the tank till the hydrant has been closed.
4. DO NOT direct any jet or source of water towards any traction wire or traction bracket supporting over head equipment.

For Permanent Way Staff :-

DO(S)

1. Maintain the correct level of height gauges at level crossing
2. Provide rail jumper connections wherever a fish plate is to be removed or rails are to be removed (specially on track on wooden sleepers).
3. Ensure that insulated point on your tools is intact
4. Protect site suitably as per GSR.

CHAPTER—38

EMERGENCY TELEPHONES SOCKETS LOCATION IN ELECTRIFIED AREA

Emergency Telephone socket location indicators: —These consist of an arrow and the still houette of telephone handset and are painted on the Face of traction structures towards track. The direction of the arrow shows the direction towards the nearest emergency telephone socket is located.

Location of Neutral Sections:—Neutral section have been provided at the following traction structures:-

1 List of Neutral sections

	Descriptions of SWS	Refrence Line	Location	Remarks
A	SVDK-BRML(PTTN/SP)	S/L	96/14	9Mtrs
B	SVDK-BRML(ATPA/SP)	S/L	40/22	9Mtrs
C	SVDK-BRML(BAHL/SP)	S/L	184/42-60	14Mtrs
D	SVDK-BRML(SWKE/SP)	S/L	120/100-115	14Mtrs
E	CRWL-PNTL(PNTL/SP)	S/L	74/13	09 Mtrs
F	JAT-BLA(BLA/SP)	S/L	13/06	9 Mtrs
G	BDHY-CHNR(CHNR/SP)	UP Main Line	38/05	9 Mtrs
		DN Main Line	38/06	
H	MEX-MRTL(MRTL/SP	UP Main Line	93/29	9 Mtrs
		DN Main Line	93/30	
F	CHN-PTK(JK/SP)	S/L	95/14	9Mtrs

2. List of Traction sub station

	Description	Refrence Line	Location	Remarks
A	BRML(TSS)	Single Line	116/13-17	10 Mtrs
	BDGM/TSS	Single Line	73/10	9Mtrs
B	SGDN/TSS/ISS	Single Line	140/62-88	14Mtrs
	QG/TSS	Single Line	02/04	9Mtrs
C	RESI/TSS/ISS	Single Line	94/78-94	14Mtrs
	MNVL(TSS)	Single Line	30/07	9 Mtrs
D	SMBX(TSS)	UP Main Line	65/21	9Mtrs
		DN Main Line	65/22	
E	SJNP(TSS)	UP Main Line	06/21	9Mtrs
		DN Main Line	06/22	
F	DZA(TSS)	UP Main Line	58/15	9Mtrs
		DN Main Line	58/16	
G	SOHL(TSS)	Single Line	60/13	09 Mtrs

3. Location of Tower wagon

s.n	Depot	Type	Tower wagon No.
1	BDGM	8 Wheeler	18014
2	BAHL	8 Wheeler	230097
3	SVDK	8 Wheeler	18013
4	MCTM	8 Wheeler	190123
5	SMBX	8 Wheeler	220051
6	PTKC	8 Wheeler	18015
7	DZA	4Wheeler	98
8	GSP	4 Wheeler	32

जीवन बहुमूल्य है, सुरक्षा ध्यान में रखें।

CHAPTER—39
ELECTRIFIED SECTIONAL SPECIAL WARNING SIGNAL BOARDS

1 **Stop Boards.** — These boards bearing the legend 'electric stop have been provided normally on the traction structure shore if the point where the traction overhead wires terminate on a particular track. No electric engine should move beyond these boards in order to prevent its entering the unwired section beyond the board.

2 **Unwired Turnout Boards.**- Unwired turnout loaded bearing the legend 'caution unwired Turnouts' have been provided at place where unwired lines take off from the wired lines. They are fitted on traction structures immediately short of the unwired turn out electric Engines drivers should exercise additional caution when they see these Boards and ensure that route for their train has been set for the wired track and not for the unwired one. If the driver notices that the route is set for an unwired track, the should lower the pantograph at once and stop as far as possible and clear the rear fouling marks unless can stop the locomotive short of their turnout.

3 **Lower Pantograph Boards.**— This board, on which a lowered pantograph with an arrow pointing down words is painted on a white background is provided 250 metres short of the places at which it is necessary to lower the pantograph for any reason. A Warner board is provided 250 metres short of the (Lower Pantograph) board with the inscription '250 metres, Drivers of electric engines should prepare to lower the pantograph at a 250 metres warning board and lower the pantograph board. The driver should try to pass the "Lower Pantograph 'board at the maximum possible speed.

4 **Raise Pantograph Boards.**— This board on which a pantograph in the raised position with an arrow pointing upwards is painted of a white black ground is placed on structure short of the point at which it is necessary to arise the pantograph. Only while passing the board should the Driver of an electric engine raise the pantograph which had previously been lowered at Lower Pantograph 'board resumes normal working.

5 **Neutral Section Ahead Board**.— These boards are of two types, one placed 500 metres short of the neutral section bearing the legend 500 m and other placed at 250m short of the neutral section "bearing the leg-end 250 M'. The driver of an Electric engine should become alert at the 500 M Board and at the 250 M Board, the Master Controller must be brought to zero and the Driver should be prepared to open the circuit breake rwhen the engine comes in line with this board.

6 **Switch off Indication Boards.—** This boards, which show two vertical lines. One above the other with horizontal line between is fitted on the traction structure immediately short of the neutral section. The Driver of an electric engine should open the circuit breaker when the engine comes in line with this board.

7 **Switch on Indication Board**. —Which show three vertical lines all in one line placed on above the other are fitted on the traction structure immediately after the neutral section. The driver of an electric engine can reclose the circuit braker when his engine comes in line this board and should resume normal working.

8 **Feeding Post Board**.—Boards have been fixed permanently like the ones mentioned in the paragraphs 3 & 4 above i.e. lower pantograph 3 & 4 above i.e. lower pantograph and "raise pantograph" except that the back ground colour "yellow" instead of white. The yellow indicates that the Drivers do not normally lower the pantograph the feeding post unless cautionis issue in advance. Accordingto ACT M 13.6 in caseof failure of power from a feeding post and when emergency feeding is introduced from the adjacent sub-stations driver have to lower their pantograph at the feeding post overlaps. In case of such emergency feeding arrangements Caution order will be issued to the driver of electric locomotives mentioning the feeding post insulated overlaps at which they should lower and raise the pantograph in the manner as he does under paragraphs 3 & 4 above.

CHAPTER—40
LIST OF OVER LINE STRUCTURES UNDER WHICH 25 KV AC OHE WIRES ARE RUNNING WITH LESS THAN STANDARD HEIGHT

S. No.	Bridg(OLS)	Track/Line	Location (KM)	Height of OHE wires from Rail Level in Mtrs.
B.	SCPD-PTK **Section**			
1	TGB	Single track on TGB (MainLine)	KM 89-26 TO 90/13	4.93
2	TGB	DN Main Line	KM 110/12-22	5.11

CHAPTER—41

JURISDICTION OF ADEE/DEE (TRD) OVER JAT DIVISION

DEE/JAT--BPRS-PTK-JAT-SVDK, PTK-CHN, SVDK-BAHL-BDGM-BRML

CHAPTER—42

INSTRUCTIONS FOR LODGING OF FIR'S IN CASE OF ACP/HPD

In order to check menace of ACP/HPD, it has been decided that such cases shall be reported to RPF/GRP for necessary action.

The following procedure shall be adopted for lodging of FIR's:-

i. **Trains having mobile RPF/GRP Post**

The Guard of the train in case of GS & Conductor/TTE in case of Reserved Compartment shall deliver message in duplicate mentioning time, place and nature of crime to RPF/GRP and take their acknowledgement.

ii. **Trains not having mobile RPF/GRP Post**

The above procedure shall be adopted except that memo in duplicate will be delivered at the next RPF/GRP post. To avoid detention to train at such station, having short stoppage, SM will send porter and obtain the memo induplicate for serving to GRP.

iii. **At stations having RPF/GRP Post**

S.S. will send a memo to RPF/GRP induplicate mentioning details of crime and obtain their acknowledgement.

iv. At stations having no RPF/GRP Post

S.S.will convey the message through CNL, to the SS of the nearest station having RPF/GRP Post. The SS of that station will report the case to the RPF/GRP through a memo prepared in duplicate & will obtain the acknowledgement from RPF/GRP.

NOTE. Station having RPF post will render all possible assistance to Traffic staff in lodging the FIR's with GRP.

उत्तर रेलवे

अनाधिकृत रूप से खतरे की जंजीर खींचने/हौजपाइप काटने/डिस्क घुमाकर ट्रेन को रोकने की धारा-141 रेलवे एक्ट के अंतर्गत हस्तक्षेपीय अपराध की प्रथम सूचना रिपोर्ट।

1 ट्रेन नं.....

2 घटनास्थल .....

3 घटना की तारीख व समय.....

4 रिपोर्ट की तारिख व समय.....

5 घटना का विवरण.....

(क) अनाधिकृत रूप से चेन खींचना.....

(ख) हौजपइप काटना.....

(ग) डिस्कघुमाना.....

6 गाड़ी के अनधिकृत ठहराव का समय.....

7 संदिग्ध व्यक्तियों के नाम व पते.....

8 पकडे गए व्यक्तियों के नाम व पते.....

9 गवाहों के नाम व पते.....

श्रीमानजी, आपसे अनुरोध है कि मेरी रिपोर्ट लिखकर कानूनी कार्यवाही करने का कष्टकरें।

दिनांक.....

हस्ताक्षर ट्रेन गार्ड

पूरानाम

पावती

ट्रेननं.....घटनास्थल .....घटना की तारीख व समय.....से संबंधित प्रथम सूचना रिपोर्ट प्राप्त की ।

हस्ताक्षर.....

पूरा नाम व पद.....

CHAPTER—43

A. Action to be taken by the railway staff on board passenger train in case of fire.

1 The Driver and the Guard of the Train will be constantly on the look out for any unusual feature during the run of the train, If any flame or smoke is visible from any of the carriage, the train should immediately bestopped.

2 In case of fire is on account of short circuit etc, the Guard of the train will put off the main switch and disconnect electric supply from batteries by using the cutting plier to prevent further spread of fire.

3 The Carriage affected by the fire should immediately be got vacated. The passengers should be told to leave the carriage by the nearest door. They should also be advised not to carry any heavy luggage, which may block the passage.

4 After the passengers have vacated the carriage, the same should be isolated from the rest of the train to prevent other carriages from catching the fire, adopting normal course of action for isolation of the coaches. Simultaneously efforts should be made to control and extinguish fire by means of fire extinguishers available with the Guard in brakevan/diesel or electric engine/AC coaches, generator cars and pantry cars.

5 In case of vestibule connected trains, the TTE/Coach Attendants are advised to ensure that the connected floors are open in case of fire so that the passengers can be evacuated safety from affected coaches.

CHAPTER—44
UNAUTHORISED TRAVELLING ON ROOF AND PREVENTION THERE OF

1 When travelling over roofs takes place during Melas etc. and fixed structure as given in the working time-table hasto be passed by a train on the roofs passengers are perched, the train should not be started from the station in the rear of the fixed structures, if efforts to of which persuade of force the passengers to come down fail.

2 In case it is extremely difficult to deal with unruly mobs of unauthorized travelers on roofs despite deployment of all methods the train should stop short of the said over head fixed structures, give warning whistle and there after proceed at a dead slow speed and resume normal speed only after the whole of the train has cleared the said over head fixed structure.

3 When a train has to enter from non-electrified sections the Guard of the train and SM of the last scheduled stopping station should ensure that no passenger is travelling on roof of the carriages. Through frequent announcements and with the help of ticket checking staff, R.P.F. and G.R.P. passengers travelling on roof top should be detrained.

4 If passengers are detected travelling on the roof, the train should stop short of a signal where after the train has to enteran electrified section. The train must not move ahead, unless the passengers from the roof come down.

5 Instructions vide letter No. 422-T/0/1/Pt.-21 of 20-1-92 is reproduced below for the guidance of the staff. When ever over crowding or roof/riding. Footboard travelling on narrow gauge trains is noticed by the station staff. The driver and guards of such train should be issued a special notice through T-409, asking them to reduce the speed of the train 20 kmph on section with sharp curves on down gradients, subjects to other local restrictions. Besides in case during the run of the train, such footboard travelling/roof riding is noticed by the driver/or guards of the passenger train on N.G. Section. The driver may reduce sped of train to maximum of 20 kmph and should stop his train on an overhead infringement structure and should whistle and there after proceed at dead slow speed till the whole of the train has passed such infringement structure.

CHAPTER—45

PRECAUTIONS TO BE TAKEN FOR SECURING STABLE LOADS AT STATIONS YARD/RUNNING LINES

1 In case trains are temporarily stable with locomotives in station yard/line

(a) Loco Pilot/Asst. Loco pilot will apply loco brake and hand brake of the locomotives.

(b) Loco Pilot/Asst. Loco Pilot will also put wooden wedges under the loco wheel.

(c) Guard will apply hand brake in brake Van.

2 In case temporarily stabling of vehicles in station yard/Running line. The action/precaution indicted in SR 5.23 should be invariably be observed to ensure securing of vehicle.

SR 5.23 (1) Unless a line or group of lines is isolated from the adjoining running lines, any vehicle standing on such line or group of lines should be so placed and secured, that it does not and cannot be made to foul the running lines. Each such vehicle must have its brakes on if provided and must .

(A) be choked.

(B) be chained and pad locked.

(C) be coupled with other vehicle secured as indicated in (A) and (B)

Isolation for this purpose may consist of dead end or a trap point on either side of the line or group of lines, so set and locked that an escaping vehicle will not foul the running line or lines.

SR5.23 (2) following extra precautions must also be observed when rolling stock fitted with roller bearing are stabled at stations .

(A) At least two safety chains must be used and pad locked

(B) The hand brake whether side lever operated or rotating wheel operated must be fully tightened. Rae/load of wagons fitted with roller bearing is stabled; at least six wagons from either end must have their brakes applied tightly .

(C) Hand brakes of at least 6 wagons from either end must be fully tightened by ALP in the front and by the Train Manager in the rear of the train and in absence of Train Manager, by the Pointsman. The hand brakes must be operated under the personal supervision of the Train Manager, and in the absence of Train Manager, under supervision of on duty SM. In case coaching vehicles are stabled, Train Manager's hand brakes in SLR(s) must be applied.

Application of hand brakes of at least 6 wagons at either end in the front of the train by ALP and for rear portion as stated in SR 5.23/2 (a) (iii) (as per amendment slip no. 208 dated 30.04.2024)

CHAPTER-46

तूफ़ान और तेज हवा के दौरान गाड़ियों के चलन के लिए वर्ती जाने वाली सावधानियां (सं. नि. 211-01)

1 जब मौषम विभाग से चक्रवात , तूफान या तेज हवा की पूर्व सूचना देते हुए चेतावनी सन्देश प्राप्त हो जाये और /या इस बात की समुचित आशंका हो की तेज तूफ़ान आने वाला है जिससे यात्रियों , गाड़ियों आदि की संरछा खतरे में पड़ सकती है तो स्टेशन मास्टर गाड़ी के गार्ड और ड्राइवर से परामर्श करके गाड़ी को रोके रखेगा और स्टेशन पर आने वाली गाड़ी के लिए तव तक लाइन क्लियर नहीं देगा जब तक कि तूफ़ान थम न जाये और वह गाड़ियों के संचालन के निरापद न समझे |

2 यदि कोइ चलती हुइ गाड़ी ऐसे चक्रवात , तूफ़ान या तेज हवा में फस जाये जिसकी गति ड्राइवर की राय में इतनी तेज हो कि उससे गाड़ी कि सरंक्षा खतरे में पड़ सकती हो तो वह अपनी गाड़ी की गति को तत्काल नियंत्रित करेगा और गाड़ी को पहले सुविधाजनक स्थान पर रक देगा तथा यथा संभव यह ध्यान रखेगा कि गाड़ी तीव्र मोड़ों, ऊँचे तटबंधों और पुलों (इनमे उनके पहुँच मार्ग शामिल हैं) पर न रोकी जाये तथा गति को नियंत्रित करते समय और गाड़ी को रोकते समय ड्राइवर अपनी गाड़ी बड़ी सावधानी से और बिना झटके के रोकेगा | वह गाड़ी को गार्ड के परामर्श से तभी पुनः चलाएगा जब चक्रवात, तूफ़ानया तेज हवा थम जाये और आगे बड़ना निरापद समझा जाये |

3 गार्ड तथा ड्राइवर गाड़ी में यात्रा कर रहे रेल कर्मचारियों के सहयोग से यह देखने का प्रयास करेंगे कि यात्रियों द्वारा सवारी डिब्बों के दरवाजे और खिड़कियाँ खुले रखे जाते हैं ताकि उनसे होकर तेज हवा निर्वाध रूप से गुजर सके |

चौकस बनकर उपकरणों का रखरखाव करें।

CHAPTER-47														
SECTION VISE LIST OF LEVEL CROSSING OF JAT DIVISION														
Detail of Level Crossing Over JAT Division														
SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
1	BPRS-PTK	KKL-BPRS	C-37	25/27-29	BPRS	M	C	O	E	30366	Oct-21	NO	GL	YES
2		KKL-BPRS	S-40	28/5-7	BPRS	M	SPL	O	T	201652	20/1/2025	YES	GL	YES
3		BPRS-CGH	S-41	29/3-5	BPRS	M	SPL	O	T	50652	Oct-21	YES	GL	YES
4		BPRS- CGH	C-46A	31/4-5	BPRS	M	C	O	E	33366	Nov-22	NO	GL	YES
5		BPRS- CGH	C-50	32/8-9	CGH	M	C	C	E	3428	Oct-21	NO	GL	YES
6		BPRS- CGH	C-51	33/5-6	CGH	M	C	O	E	47831	Sep-22	NO	GL	YES
7		BPRS- CGH	C-52	34/3-4	CGH	M	C	C	E	35108	Nov-22	NO	GL	YES
8		BPRS- CGH	S-53	34/9-35/0	CGH	M	SPL	O	T	52128	May-25	YES	GS	YES
9		CGH-TDO	S-54	35/8-9	CGH	M	SPL	O	T	109512	May-25	YES	GS	YES
10		CGH-TDO	C-55	36/9-37/0	CGH	M	C	O	E	15648	Oct-21	YES	GS	YES
11		CGH-TDO	C-56	37/7-8	CGH	M	C	C	E	566	Oct-21	NO	GL	YES
12		CGH-TDO	B2-58	38/5-6	TDO	M	B2	O	E	76291	Oct-21	YES	GL	YES
13		CGH-TDO	S-59	38/7-8	TDO	S	SPL	O	E	195084	Oct-21	YES	GS	YES
14		CGH-TDO	C-63	40/7-8	TDO	M	C	O	T	426	Oct-21	YES	GS	YES
15		TDO-KZX	S-65	42/6-7	TDO	M	SPL	O	T	380149	Oct-21	YES	GL	YES
16		TDO-KZX	C-66	43/8-9	TDO	M	C	C	E	22022	Sep-22	NO	GL	YES
17		TDO-KZX	A-68	45/3-4	TDO	M	A	O	E	115591	Sep-21	YES	GS	YES
18		TDO-KZX	C-69	46/5-6	KZX	M	C	C	E	1285	Sep-21	NO	GL	YES
19		TDO-KZX	C-70	47/4-5	KZX	M	C	O	E	28274	Nov-22	NO	GL	YES
20		TDO-KZX	C-71	48/1-2	KZX	M	C	O	E	22244	Nov-22	NO	GL	YES
21		TDO-KZX	C-72	48/5-6	KZX	M	C	O	T	220	Sep-21	YES	GL	YES
22		TDO-KZX	C-74	49/1-2	KZX	M	C	O	T	5639	Sep-21	YES	GL	YES
23		KZX-DZA	C-75	49/9-50/0	KZX	M	C	O	T	71247	Sep-21	YES	GL	YES
24		KZX-DZA	C-76	50/2-3	KZX	M	C	O	T	27012	Sep-22	YES	GL	YES
25		KZX-DZA	C-77	50/7-8	KZX	M	C	C	E	33442	Sep-22	NO	GL	YES
26		KZX-DZA	C-77A	51/3-4	KZX	M	C	C	E	37402	Sep-22	NO	GL	YES
27		KZX-DZA	B-2.80	52/4-5	KZX	M	B1	O	E	32494	Sep-22	NO	GL	YES
28		KZX-DZA	A-82	53/11-15	DZA	M	A	O	E	62280	Jun-25	YES	GS	YES

Detail of Level Crossing Over JAT Division														
SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
29	JUC-PTK	DZA -UCB	SPL -87A	58/33-59/01	DZA	M	SPL	O	E	132452	Jun-25	Yes	GS	Yes
30		DZA-UCB	B-1/88	59/10-12	DZA	M	B	O	E	51336	Jun-25	Yes	GL	Yes
31		KZX-DZA	S-84	56/4-5	DZA	M	SPL	O	T	106776	Jun-25	YES	GS	YES
32		DZA-UCB	S-86	57/6-7	DZA	M	SPL	O	T	214560	Jun-25	YES	GS	YES
33		DZA-UCB	s-87	58/0-1	DZA	M	spl	O	T	54432	Jun-25	YES	GL	YES
34		DZA-UCB	S-87A	58/9-10	DZA	M	SPL	O	E	132452	Jun-25	YES	GS	YES
35		DZA-UCB	B/1 -88	59/2-3	DZA	M	B1	O	E	51336	Jun-25	YES	GL	YES
36		DZA-UCB	C-90	60/8-9	UCB	M	C	O	E	33690	Nov-22	NO	GL	YES
37		UCB-MEX	S-95	63/8-9	UCB	M	SPL	O	T	110368	Sep-21	YES	GL	YES
38		UCB-MEX	C-96	64/9-65/0	UCB	M	C	C	E	7367	Sep-21	NO	GL	YES
39		UCB-MEX	C-97	65/3-4	UCB	M	C	O	E	43433	Sep-22	NO	GL	YES
40		UCB-MEX	BI-99	66/5-6	UCB	M	B1	O	E	53889	Sep-22	YES	GS	YES
41		UCB-MEX	C-101	67/6-7	UCB	M	C	C	E	35973	Sep-22	NO	GL	YES
42		UCB-MEX	C-103	68/3-4	MEX	M	C	O	E	35329	Sep-22	YES	GL	YES
43		UCB-MEX	C-105	69/3-4	MEX	M	C	O	E	59677	Sep-22	YES	GS	YES
44		UCB-MEX	C-106	70/3-4	MEX	M	C	O	E	121166	Sep-22	YES	GL	YES
45		UCB-MEX	C-107	71/3-4	MEX	M	C	O	T	32407	Sep-22	YES	GS	YES
46		UCB-MEX	B2-108	72/0-1	MEX	M	B2	O	T	60970	Sep-22	YES	GS	YES
47		MEX-BNGL	S-109	73/2-3	MEX	M	SPL	O	T	574298	Sep-22	YES	GS	YES
48		MEX-BNGL	BI-111	74/3-4	MEX	M	B1	O	E	94628	Sep-22	YES	GS	YES
49		MEX-BNGL	C-112	75/5-6	MEX	M	C	O	E	22130	Sep-22	NO	GL	YES
50		MEX-BNGL	C-114	76/7-8	MEX	M	C	O	E	21231	Sep-22	NO	GL	YES
51		MEX-BNGL	C-115	78/2-3	BNGL	M	C	O	E	30450	Sep-22	NO	GL	YES
52		MEX-BNGL	C-116	79/7-8	BNGL	M	C	O	E	28500	Sep-22	NO	GL	YES
53		MEX-BNGL	C-118	80/3-4	BNGL	M	C	C	E	3466	Sep-22	NO	GL	YES
54		MEX-BNGL	A-119	81/0-1	BNGL	M	A	O	E	68728	Sep-22	YES	GS	YES
55		MEX-BNGL	A-120	81/3-4	BNGL	M	A	O	T	75091	Sep-22	YES	GS	YES
56		BNGL-MRTL	A-121	82/3-4	BNGL	M	A	O	T	62046	Sep-22	YES	GL	YES

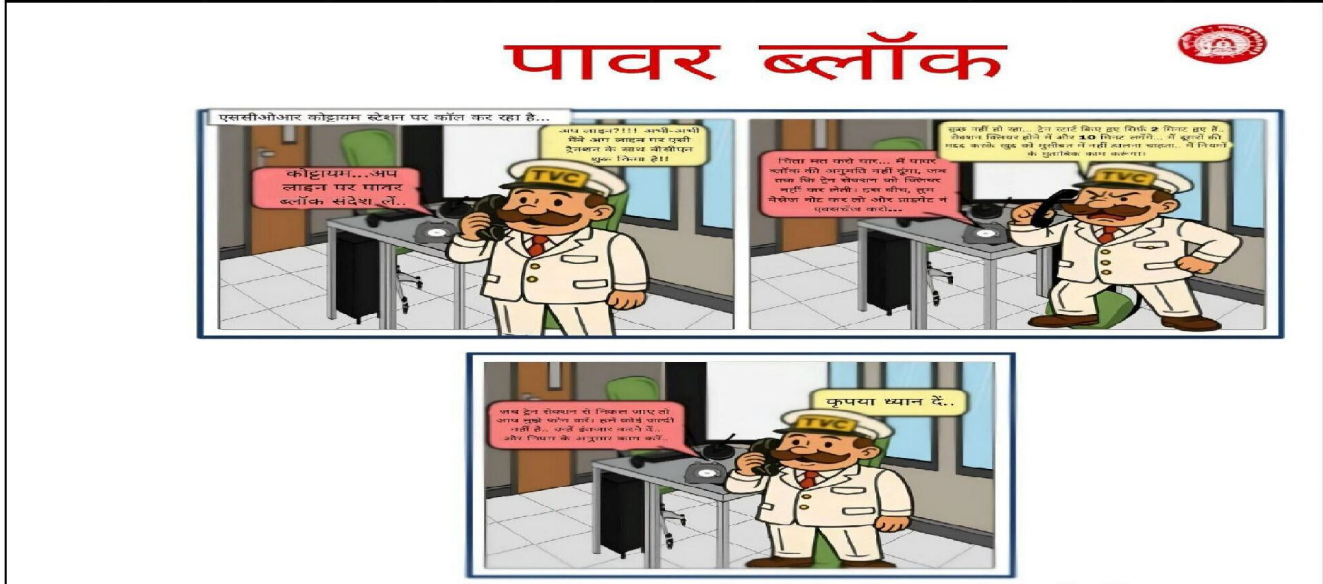
Detail of Level Crossing Over JAT Division														
SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
57	JUC-PTK	BNGL-MRTL	C-122	83/3-4	BNGL	M	C	C	E	33583	Sep-22	NO	GL	YES
58		BNGL-MRTL	C-124	85/7-8	MRTL	M	C	O	E	29611	Sep-22	NO	GL	YES
59		BNGL-MRTL	A-127	87/7-8	MRTL	M	A	O	E	75734	Sep-22	YES	GS	YES
60		MRTL-KNDI	S-130	92/6-7	MRTL	M	SPL	O	T	55244	Feb-22	YES	GS	YES
61		MRTL-KNDI	C-134	98/0-1	KNDI	M	C	O	E	19634	Feb-22	NO	GL	YES
62		MRTL-KNDI	C-137	101/0-1	KNDI	M	C	C	E	21564	Sep-22	NO	GL	YES
63		MRTL-KNDI	SPL-138	102/1-2	KNDI	M	A	O	T	48443	Feb-22	YES	GS	YES
64		KNDI-PTKC	C-138A	103/2-3	KNDI	M	C	O	T	7984	Feb-22	YES	GS	YES
65		KNDI-PTKC	C-139	104/3-4	KNDI	M	C	C	E	20155	Sep-22	NO	GL	YES
66		KNDI-PTKC	C-140	106/1-2	KNDI	M	C	C	E	21397	Sep-22	NO	GL	YES
67		KNDI-PTKC	A-141	106/6-7	KNDI	M	A	O	E	81503	Feb-22	YES	GS	YES
68		KNDI-PTKC	C-142	107/3-4	KNDI	M	C	O	E	19370	Feb-22	NO	GL	YES
69		KNDI-PTKC	A-147	110/3-4	PTKC	M	A	O	E	60843	Feb-22	YES	GS	YES
70		PTKC-PTK	S-148	112/5-6	PTKC	M	SPL	O	T	210548	Oct-21	YES	GS	YES
71		PTKC-PTK	A-149	112/7-8	PTKC	M	A	O	T	81745	Oct-21	YES	GS	YES
72	PTK-JAT	BHRL-SJNP	C-1	2/0-1	BHRL	M	C	C	E	0	Oct-21	NO	GL	YES
73		BHRL-SJNP	B2-2	2/5/2006	BHRL	M	B2	O	E	17578	Oct-21	NO	GL	YES
74		BHRL-SJNP	C-3	3/1/2002	SJNP	M	C	O	E	14660	Oct-21	NO	GL	YES
75		BHRL-SJNP	S-3A	3/6/2007	SJNP	M	SPL	O	T	41449	Oct-21	YES	GS	YES
76		BHRL-SJNP	S-4	4/5/2006	SJNP	M	SPL	O	T	192331	Oct-21	YES	GS	YES
77		SJNP-MDPB	S-6	6/8/2009	SJNP	M	SPL	O	E	138328	Oct-21	YES	GS	YES
78		SJNP-MDPB	S-8	9/4/2005	MDPB	M	SPL	O	E	69858	Oct-21	YES	GS	YES
79		SJNP-MDPB	C-9	10/1/2002	MDPB	M	C	O	E	31637	Oct-21	NO	GL	YES
80		SJNP-MDPB	C-10	11/8/2009	MDPB	M	C	O	T	27656	Oct-21	YES	GS	YES
81		SJNP-MDPB	A-11	12/7/2008	MDPB	M	A	O	T	43038	Oct-21	YES	GS	YES
82	CHN-PTK	CHN-DHW	C-34	51/2-3	CHN	M	C	O	E	12375	Mar-22	NO	GL	YES
83		CHN-DHW	C-35	53/5-6	CHN	M	C	O	E	20007	Feb-25	NO	GL	YES
84		CHN-DHW	S-36	55/3-4	DHW	M	SPL	O	E	176697	Feb-25	YES	GL	YES
85		CHN-DHW	B2-38	56/9-57/0	DHW	M	B2	O	T	43070	Feb-25	YES	GL	YES
86		CHN-DHW	B2-39	57/3-4	DHW	M	B2	O	T	46442	Feb-25	YES	GL	YES
87		DHW-GSP	C-40	58/0-1	DHW	M	C	O	T	16517	Feb-25	NO	GL	YES
88		DHW-GSP	C-41	58/6-7	DHW	M	C	O	E	31651	Feb-25	NO	GL	YES
89		DHW-GSP	C-44	61/5-6	DHW	M	C	O	E	20360	Feb-25	NO	GL	YES
90		DHW-GSP	C-47	63/5-6	DHW	M	C	O	E	23062	Feb-25	NO	GL	YES

Detail of Level Crossing Over JAT Division														
SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
91	CHN-PTK	CHN-DHW	C-34	51/2-3	CHN	M	C	O	E	12375	03/2022	NO	GL	YES
92		CHN-DHW	C-35	53/5-6	CHN	M	C	O	E	18673	03/2022	NO	GL	YES
93		CHN-DHW	S-36	55/3-4	DHW	M	SPL	O	E	165888	03/2022	YES	GL	YES
94		CHN-DHW	B2-38	56/9-57/0	DHW	M	B2	O	T	41965	03/2022	YES	GL	YES
95		CHN-DHW	B2-39	57/3-4	DHW	M	B2	O	T	45353	03/2022	YES	GL	YES
96		DHW-GSP	C-40	58/0-1	DHW	M	C	O	T	14505	03/2022	NO	GL	YES
97		DHW-GSP	C-41	58/6-7	DHW	M	C	O	E	29783	03/2022	NO	GL	YES
98		DHW-GSP	C-44	61/5-6	DHW	M	C	O	E	19249	03/2022	NO	GL	YES
99		DHW-GSP	C-47	63/5-6	DHW	M	C	O	E	22424	03/2022	NO	GL	YES
100		DHW-GSP	C-48	65/3-4	DHW	M	C	O	E	19768	03/2022	NO	GL	YES
101		DHW-GSP	C-50	67/5-6	GSP	M/TM	C	C	E	14192	09/2022	NO	GL	YES
102		DHW-GSP	S-51	68/7-8	GSP	M	SPL	O	E	120085	03/2022	YES	GS	YES
103		DHW-GSP	S-52	70/0-1	GSP	M	SPL	O	E	--	03/2022	YES	GS	YES
104		DHW-GSP	S-53	71/1-2	GSP	M	SPL	O	T	162955	03/2022	YES	GL	YES
105		GSP-DNN	S-54	72/0-1	GSP	M	B	O	T	71124	03/2022	YES	GL	YES
106		GSP-DNN	C-55	74/0-1	GSP	M	C	O	E	22796	03/2022	NO	GL	YES
107		GSP-DNN	C-56	75/3-4	GSP	M	C	O	E	19967	03/2022	NO	GL	YES
108		GSP-DNN	C-57	77/1-2	DNN	M	C	O	E	13856	03/2022	NO	GL	YES
109		GSP-DNN	BI-58	78/5-6	DNN	M	B1	O	E	137228	03/2022	YES	GS	YES
110		GSP-DNN	C-59	80/0-1	DNN	M	C	O	E	27173	03/2022	NO	GL	YES
111		GSP-DNN	S-60	82/2-3	DNN	M	SPL	O	T	66845	03/2022	YES	GL	YES
112		DNN-JK	C-61	82/8-9	DNN	M	C	O	T	42438	03/2022	YES	GL	YES
113		DNN-JK	S-61A	83/9-84/0	DNN	M	SPL	O	E	104155	03/2022	YES	GL	YES
114		DNN-JK	C-62	84/7-8	DNN	M/TM	C	O	E	11166	03/2022	NO	GL	YES
115		DNN-JK	C-63	86/4-5	DNN	M	C	O	E	13066	10/2021	NO	GL	YES
116		DNN-JK	C-64	87/1-2	DNN	M	C	O	E	41702	10/2021	NO	GL	YES
117		DNN-JK	C-65	87/7-8	DNN	M	C	O	E	12616	10/2021	NO	GL	YES
118		DNN-JK	C-66	89/5-6	JK	M	C	O	E	13298	10/2021	NO	GL	YES
119		DNN-JK	C-67	91/2-3	JK	M	C	O	E	19361	10/2021	NO	GL	YES
120		DNN-JK	C-68	93/4-5	JK	M	C	O	E	22310	10/2021	NO	GL	YES
121		DNN-JK	S-69	94/3-4	JK	M	SPL	O	T	1313	10/2021	YES	GL	YES
122		JK-SRM	C-70	95/0-1	JK	M	C	O	T	19417	10/2021	NO	GL	YES
123		JK-SRM	C-71	96/2-3	JK	M	C	O	E	10505	10/2021	NO	GL	YES
124		JK-SRM	B2-72	97/9-10	SRM	M	B2	O	E	14424	10/2021	NO	GL	YES
125		JK-SRM	A-73	98/5-6	SRM	M	A	O	T	24159	10/2021	YES	GS	YES
126		SRM-BHRL	A-75	100/8-9	SRM	M	A	O	E	39268	10/2021	YES	GS	YES
127		SRM-BHRL	S-78	102/6-7	BHRL	M	SPL	O	T	15903	10/2021	YES	GS	YES
128		SRM-BHRL	C-79	103/7-8	BHRL	M	C	O	T	15076	10/2021	YES	GS	YES
129	PTKC-JAT	MDPB.-KTHU	B2-12	15/5-6	MDPB	M	SPL	O	E	223669	Sep-21	YES	GL	YES
130		KTHU-BDHY	A-18	24/3-4	KTHU	M	A	O	E	128502	Sep-21	YES	GL	YES
131		KTHU-BDHY	BI-19	26/0-1	BDHY	M	B1	O	E	119357	Sep-21	YES	GL	YES
132		KTHU-BDHY	C-21	30/2-3	BDHY	M	C	O	E	21489	Sep-21	NO	GL	YES
133		BDHY Yard	C-23	32/2-3	BDHY	M	C	O	T	94820	Sep-21	YES	GL	YES
134		BDHY-CHNR	C-24	34/0-1	BDHY	M	C	O	E	50274	Sep-21	NO	GL	YES
135		BDHY-CHNR	S-25	35/6-7	BDHY	M	SPL	O	T	75354	Sep-21	YES	GS	YES
136		BDHY-CHNR	C-28	38/0-1	CHNR	M	C	O	E	96786	Sep-21	NO	GL	YES
137		CHNR Yard	C-29	39/9-10	CHNR	M	C	O	T	119480	Sep-21	YES	GS	YES
138		CHNR-HRNR	C-30	42/0-1	CHNR	M	C	C	E	93765	Sep-22	NO	GL	YES
139		HRNR-GHGL	C-39	51/6-7	HRNR	M	C	C	E	38842	Sep-22	NO	GL	YES
140		GHGL-SMBX	C-45	58/2-3	GHGL	M	C	O	E	31536	Sep-21	NO	GL	YES
141		GHGL-SMBX	C-46	59/3-4	GHGL	M	C	O	E	105600	Sep-21	NO	GL	YES

Detail of Level Crossing Over JAT Division														
SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
142	PTK-JAT	GHGL-SMBX	C-47	61/1-2	SMBX	M	C	C	E	3714	Sep-21	NO	GL	YES
143		SMBX Yard	S-48	64/7-8	SMBX	M	SPL	O	T	321302	Sep-21	YES	GS	YES
144		VJPJ Yard	C-51	76/1-2	VJPJ	M	C	O	T	143145	Sep-21	YES	GS	YES
145		VJPJ-BBMN	S-54	81/4-5	VJPJ	M	SPL	O	E	295709	Sep-21	YES	GS	YES
146		BBMN-JAT	S-62	93/3-4	JAT	M	SPL	O	E	110192	Sep-21	YES	GS	YES
147		BBMN-JAT	S-63	94/6-7	JAT	M	SPL	O	E	194002	Sep-21	YES	GS	YES
148	JAT-MCTM	JAT-BLA	C-1	9/9-10.	BLA	M	C	O	E	22666	06/2022	NO	GL	YES
149		JAT-BLA	C-2	10/3-4.	BLA	M	C	O	T	19338	06/2022	YES	GL	YES
150		BLA Yard	C-3	10/7-8.	BLA	M	C	O	T	15618	06/2022	YES	GL	YES
151	PTK-JDNX	PTK-DLR	S-2	0/4-5	PTK	M	SPL	O	T	110388	01/2022	YES	GL	YES
152		PTK-DLR	C-3	0/5-6	PTK	M	C	O	T	13800	01/2022	YES	GL	YES
153		PTK-DLR	C-4	0/7-8	PTK	M	C	O	T	35088	01/2022	YES	GL	YES
154		PTK-DLR	B2-5	0/9-10	PTK	M	B2	O	E	17196	01/2022	YES	GL	YES
155		PTK-DLR	B1-6	1/2-3	PTK	M	B1	O	E	18276	01/2022	YES	GL	YES
156		PTK-DLR	C-6A	1/3-4	PTK	M	C	O	E	1428	01/2022	NO	GL	YES
157		PTK-DLR	C-7	1/6-7	PTK	M	C	O	E	38088	01/2022	YES	GL	YES
158		PTK-DLR	C-8	2/4-5	PTK	M	C	O	E	8844	01/2022	NO	GL	YES
159		PTK-DLR	S-8A	3/3-4	PTK	M	SPL	O	E	141420	01/2022	YES	GL	YES
160		PTK-DLR	C-9	4/0-1	DLR	M	C	O	E	6132	01/2022	NO	GL	NO
161		PTK-DLR	C-11	5/2/2003	DLR	M	C	O	E	18600	01/2022	NO	GL	YES
162		PTK-DLR	C-14A	8/5/2006	DLR	M	C	C	E	2340	01/2022	NO	GL	YES
163		PTK-NUPR	C-14 B	9/.7-8	DLR	M	C	O	T	3708	01/2022	NO	GL	YES
164		PTK-NUPR	B2-19A	13/0-1	NUPR	M	B2	O	E	19940	Dec-21	NO	GL	YES
165		PTK-NUPR	C-23	14/5-6	NUPR	M	C	O	E	27264	Dec-21	NO	GL	YES
166		PTK-NUPR	C-29A	17/4-5	NUPR	M	C	O	E	6804	Dec-21	NO	GL	YES
167		NUPR-TLRA	S-35	20/0-1	NUPR	M	SPL	O	T	73984	Feb-22	YES	GL	YES
168		NUPR-TLRA	C-36A	20/6-7	NUPR	M	C	O	E	444	Feb-22	NO	GL	YES
169		NUPR-TLRA	C-40	22/2-3	NUPR	M	C	O	E	26316	Feb-22	NO	GL	YES
170		TLRA-JWLS	C-68	36/0-1	TLRA	M	C	O	E	29100	Feb-22	NO	GL	YES
171		TLRA-JWLS	C-72	39/2-3	JWLS	M	C	O	E	30384	Feb-22	YES	GL	YES
172		TLRA-JWLS	C-77	40/9-10	JWLS	M	C	O	E	26064	Dec-21	NO	GL	YES
173		TLRA-JWLS	C-84	43/6-7	JWLS	M	C	O	E	22128	Dec-21	NO	GL	YES
174		JWLS-HRDR	C-88	45/9-10	JWLS	M	C	O	E	21852	Dec-21	NO	GL	YES
175		JWLS-HRDR	B-90	46/5-6	JWLS	M	SPL	O	E	79392	Dec-21	YES	GL	YES
176		GULR-JMKR	B2-151A	73/0-1	GULR	M	C	O	E	24252	Feb-22	NO	GL	NO
177		KPLR-JMKR	C-155	83/1-2	JMKR	M	C	O	T	2400	Feb-22	YES	GL	YES
178		KGRA-NGRT	C-188A	102/7-8	NGRT	M	C	O	E	8170	Jan-22	NO	GL	YES
179		KGRA-NGRT	C-192A	104/1-2	NGRT	M	C	O	E	15300	Jan-22	NO	GL	YES
180		KGRA-NGRT	C-205	107/0- 1	NGRT	M	C	O	E	9850	Jan-22	NO	GL	YES
181		KGRA-NGRT	C-216	108/9-10	NGRT	M	C	O	T	8840	Jan-22	NO	GL	YES
182		CMMG-PRAR	S-228	112/7-8	NGRT	M	SPL	O	E	137280	Feb-22	YES	GL	YES
183		CMMG-PRAR	A-249	119/2-3	PLMX	M	A	O	E	19740	Nov-21	NO	GL	YES
184		PRAR-SLHP	C-258	121/7-8	PLMX	M	C	O	E	12460	Feb-22	NO	GL	YES
185		SLHP-PLMX	S-264	123/9-10	PLMX	M	SPL	O	E	159560	Feb-22	YES	GL	YES
186		SLHP-PLMX	S-270	126/0-1	PLMX	M	SPL	O	E	172380	Feb-22	YES	GL	YES
187		PLMX-PTRJ	C-274	127/3-4	PLMX	M	C	O	T	11790	Feb-22	NO	GL	YES
188		PLMX-PTRJ	C-287	130/7-8	PLMX	M	C	O	E	18860	Feb-22	NO	GL	YES
189		PHRH-BJPL	BI-296	133/9-10	PLMX	M	B1	O	E	19728	Nov-21	NO	GL	YES
190		BJPL-PLMX	B2-318	140/7-8	BJPL	M	B2	O	E	19800	Nov-21	NO	GL	YES

Detail of Level Crossing Over JAT Division

SR NO.	Major Section	Block Section	LC No.	Location (KM/TP)	Controlling Station	Manned Un-Manned	Classification of gate As Per SWR	Normal position of Gate	Engineering (E) Traffic (T)	Train Vehicle Unit (TVU)	Date of Census	Inter Locked	Protected by Road Side Gate Signal OR Gate Lamp (For Road Users)	Telephone Provision
191	PTK-JDNX	BJPL-AHJ	C-323	143/2-3	BJPL	M	C	O	E	18808	02/2022	NO	GL	YES
192		BJPJ-AHJ	C-327	144/4-5	BJPL	M	C	O	E	2600	02/2022	NO	GL	YES
193		BJPJ-AHJ	C-329	145/6-7	BJPL	M	C	O	E	28916	01/2022	YES	GL	YES
194		BJPJ-AHJ	C-335	152/1-2	AHJ	M	C	O	T	24752	01/2022	YES	GL	YES
195		AHJ-CTZ	C-344	155/8-9	JDNX	M	C	O	E	3248	01/2022	NO	GL	YES
196		CTZ-JDNX	C-350	159/7-8	JDNX	M	C	C	E	10104	10/2022	NO	GL	NO
197		CTZ-JDNX	C-354	162/1-2	JDNX	M	C	O	E	13508	01/2022	NO	GL	YES
198		CTZ-JDNX	C-356	164/1-2	JDNX	M	C	O	T	9980	01/2022	NO	GL	YES
199	QG-BRML	QG-SDUA	C-1	3/7/2008	QG	M		O	E	Nov-50	11.09.2022	NO	GL	Yes
200		BDGM-MZMA	C-3	75/22-76/01	BDGM	M	C	O	E	Jul-65	12.09.2025	NO	GL	YES
201		MZMA-BDGM	C-4	79/13-79/14	MZMA	M	C	O	E	May-70	23.08.2025	NO	GL	YES
202		MZMA-BDGM	C-5	84/15-84/16	MZMA	M	C	O	E	Jun-33	17.09.2025	NO	GL	YES
203		HME-PTTN	C-6	100/9-	HME	M	C	O	E	Jun-35	19.09.2025	NO	GL	YES
204		BRML-HME	C-7	110/13-	BRML	M	C	O	E	Jun-51	17.09.2025	NO	GL	YES



CHAPTER-48

JURISDICTION OF COMMERCIAL INSPECTORS	JURISDICTION OF SIGNAL INSPECTORS
CMI/PTK-I	**SSE/Sig./MEX**
PTKC-MEX, PTK-JWLS	KNDI-BPRS
CMI/PTK-II	**SSE/Sig./PTK**
JWLS- (Excl.-JWLS)-JDNX & NRH-PRS (Kullu, MNLP, DSQ & CAMB), PTK(Excl.)-BHRL	PTK - JDNX, DNN-BHRL-MDPB, PTKC-KNDI(Ex), PTKC-BHRL , PTKC-PTK
CMI/PTK-III	**SSE/Sig./M/JAT**
DHW-PTK (Excl. PTK & BHRL)	SMBX-MDPB(Ex), JAT(Ex)-BLA-SGR(Ex), HRNR-SMBX
CMI/JAT-I	**SSE/Sig./S&E/JAT**
JAT to SWKE	JAT(Ex)-SGRR (Ex), JAT-SMBX(EX)
CMI/JAT-II	**SSE/Sig./MCTM**
JAT(Excl.) to BHRL (Excl.-BHRL)	MCTM-SGRR, MCTM(Ex) - SVDK
CMI/SINA	**SSE/Sig./BAHL**
ATPA(Excl.)-BRML and all NRH-PRS Dist. HQs of Kashmir Valley & Leh, Laddakh except territory of CMI/ANT.	BJBA-SGDN
CMI/ANT	**SSE/Sig./BDGM**
SWKE (Excl.) to ATPA, NRH-PRS Dist. HQs of Kashmir Valley as per territory.	BRML-BJBA(Ex)
PTKC-MEX, PTK-JWLS	

Jurisdiction of Chief Loco Inspectors over JAT Division for DSL and Electric Locos

S No.	Name of Loco Inspector	Contact No.	Section
1	Sh. Vijay Kumar KC	9779234189	PTK-JDNX-PTK
2	Sh. Pawan Kumar GS	9779233450	PTK-BPRS-PTK
3	Sh. Ramesh Chand Meena	9779234192	PTK-CHN-PTK
4	Sh. Rajinder Yadav	9779234021	JAT-PTKC-JAT
5	Sh. G. B. Singh	9779234172	JAT-SGDN-JAT
6	Sh. Bipin Chander Pal	8146632283	SGDN-BDGM-SGDN
7	Sh. Krishan Dev BR	9779233891	BDGM-BRML-BDGM

JURISDICTION OF CARRAGE & WAGON INSPECTORS
CWI/PTK
PTK-BJPL-JDNX
PTK-TDO (Excl),PTK-GSP (Excl)
CWI/JAT
JAT-KTHU, JAT-MCTM

रेल कर्मचारियों की सुरक्षा हमारे लिए अत्यावश्यक है।

JURISDICTION OF POST COMMANDER (RPF)			
S.No.	Post	Section	K.M.
1	KTHU	Madhopur (Punjab) 12.25 to Vijaypur (Jammu) 75.61	63.36 km
2	JAT	Rly Stn JAT 96/590 to Rly Stn Vijaypur 75/670	20.92 km
3	PTKC	BPRS to BNGL 91.07	86.87 km
		BNGL 91.07 to BHRL 113.07	22.63 km
4	PTK	PTK to MDPB	15.18 km
		PTK to PTKC	03.65 km
		BHRL to km 95.80 ASR side	95.80 km
		PTK to JDNX	163.72 km
5	MCTM	MCTM-JAT (Excl.)	53.16 km
	SVDK	SVDK, CRWL	24 km
		BNGL 91.07 to BHRL 113.07	22.63 km

JURISDICTION OF GRP OVER JAMMU DIVISION.—contd

S.No.	Post	OutPost	Station	K.M.
1	SHO/GRP/JUC	Mukerian	Bhogpur Sirwal - Bhangala	28/0-5 TO 90/2-3
2	SHO/GRP/ Kangara(HP)	Kandori	--	101/90 TO 110/5-6
3	SHO/GRP/PTK	Pathankot Cantt.	Mirthal-PTKC	110/5-6 TO 113
			BHRL-MDPB	113 TO 14.05
			BHRL-CHN	114/74 - 50/30
4	SHO/GRP/JAT	Kathua	Jammu Tawi-Samba	96/59 - 54/99
			Samba-KTHU	54/99 - 14.05

समय महत्वपूर्ण है, लेकिन सुरक्षा उससे अधिक महत्वपूर्ण है।

PASSENGER TABLE

NOTE :
Train no. marked with * will be notified later on.
W.E.F. 01.01.2026

BPRS-PTK/PTKC-JAT Section

01.	Length	183.440	
02.	Line		
		BPRS-PTKC	Double Line
		PTKC-PTK	Single Line
		PTK-BHRL	Single Line
		PTKC-JAT	Double Line
03.	System Of Working	Absolute Block Section	
04.	Type Of Signalling	MACL	
05.	Standard Of Interlocking	Std. II R	
06.	Total Stations	30 Block Stations- 27	Halt-3
07.	Total Trains	BHRL-JAT	55 Pairs
		PTK-BHRL	16 Pairs
		BPRS-PTKC	53 Pairs
		PTKC-PTK	5 Pairs
08.	Maximum Speed	PTKC-BHRL	50 KMPH
		JRC-PTK	110 KMPH
		PTK-JAT	110 KMPH
		Speed over turnouts & loop lines from BPRS to PTKC & BHRL (Excl.) to JAT UP/DN - 30 KMPH	

09. Total no. of Lxings 102 Manned 102

10. Permanent Speed Restrictions

1. Speed of all trains entering PTK yard restricted to 8 KMPH being terminus with dock platforms.

2. Speed of all trains entering JAT yard restricted to 15 KMPH being terminus yard.

3. No stock wider than 3250 mm is permitted to run between Bhogpur Sirwal amd Cholang stations on PTK-JUC section vide Rly board letter no. 2007/CEDO/SD/O dated 21.02.2007.

4. PERMANENT SPEED RESTRICTIONS ON BPRS-PTK SECTION UP LINE

Sr. no.	Block Section	Location OHE MAST		Restricted Speed	Reason
		FROM	TO		
i	BPRS-CGH	30/21	32/1	90 KMPH	Sharp curve no. 21 & 22 (3.256°)
ii	TDO-KZX	42/13	43/9	80 KMPH	Sharp curve no. 27 & 28 (3.50°)
iii	UCB-MEX	63/15	63/27	75 KMPH	Curve no. 45 (3.01°) insufficient length of transition
iv	UCB-MEX	63/25	63/33	50 KMPH	Only for Goods trains on bridge no. 128A of rolling stock CC+6T+2T & CC+8T+2T
v	UCB-MEX	71/21	72/5	60 KMPH	Curve no. 48 (3.26°)
vi	BNGL-MRTL	84/15	85/39	90 KMPH	Sharp curve no. 52 (3.05°) & 53 (3.08°)
vii	BNGL-MRTL	89/31	90/25	60 KMPH	For Running of CC+8+2T(22.9T) Axle Load
viii	MRTL-KNDI	92/25	93/23	80 KMPH	Sharp curve no. 55
ix	KNDI-PTKC	109/23	111/13	70 KMPH	Sharp curve of 4°
x	KNDI-PTKC	110/11	110/23	20 KMPH	Heavy scouring and protection work damaged by flash floods in Chakki river
xi	KNDI-PTKC	110/9	110/23	15 KMPH	For Running of CC+8+2T(22.9T) Axle Load

5. PERMANENT SPEED RESTRICTIONS ON PTK-BPRS SECTION DN LINE

Sr. No.	Block Section	Location OHE MAST		Restricted Speed	Reason
		FROM	TO		
i	PTK-PTKC	114/28	112/40	75 KMPH	Curve No. 65 (3.015°)
ii	PTKC-KNDI	111/20	110/26	95 KMPH	Curve No. 64 (3.03°)
iii	PTKC-KNDI	110/24	110/10	25 KMPH	For Running of CC+8+2T(22.9T) Axle Load
iv	PTKC-KNDI	110/22	110/10	20 KMPH	Heavy scouring and protection work of Br. No-232 damaged by flash floods in Chakki river
v	PTKC-KNDI	110/8	110/2	95 KMPH	Curve No. 63 (3.22°)
vi	PTKC-KNDI	110/3	110/1	50 KMPH	Only for Goods trains on bridge no. 232A of rolling stock CC+6T+2T & CC+8T+2T
vii	PTKC-KNDI	109/40	109/20	85 KMPH	Curve No. 62 (3.73°)
viii	PTKC-KNDI	108/32	107/4	95 KMPH	Curve No. 60 (3.0°)
ix	KNDI-MRTL	99/44	99/6	95 KMPH	Curve No. 57 (3.01°)
x	KNDI-MRTL	93/28	92/28	95 KMPH	Curve no. 65 (3.19°)
xi	MRTL-BNGL	85/40	84/16	95 KMPH	Curve no. 52 (3.05°) & 53 (3.08°)
xii	MRTL-BNGL	90/26	89/32	60 KMPH	For Running of CC+8+2T(22.9T) Axle Load
xiii	MEX-UCB	72/6	71/24	80 KMPH	Curve no. 48 (3.03°)
xiv	MEX-UCB	64/10	63/30	65 KMPH	Curve no. 46 (3.22°) & insufficient length of transition
xv	MEX-UCB	63/30	63/26	50 KMPH	Only for Goods trains on bridge no. 128A of rolling stock CC+6T+2T & CC+8T+2T
xvi	KZX-TDO	43/10	42/12	85 KMPH	Curve no. 27 (3.25°) & Curve no. 28 (3.5°)
xvii	CGH-BPRS	31/46	30/20	90 KMPH	Curve no. 21 (3.94°) & Curve no. 22 (3.26°)
xviii	CGH-BPRS	29/30	29/2	90 KMPH	Due to reverse curve no. 27 & 28 (2.66 & 2.0 D).

6. PERMANENT SPEED RESTRICTIONS ON JAT-PTKC SECTION DN LINE

Sr. No.	Block Section	Location OHE MAST		Restricted Speed	Reason
		FROM	TO		
i	JAT-BBMN	95/28	95/18	85 KMPH	Sharp curve no. 36
ii	JAT-BBMN	90/10	89/28	80 KMPH	Sharp curve no. 34
iii	JAT-BBMN	89/14	88/28	75 KMPH	Sharp curve no. 32
iv	VJPJ-SMBX	75/12	74/22	75 KMPH	Emergency cross over laid in curve
v	VJPJ-SMBX	69/22	64/30	80 KMPH	Shrp curve of 3° & 4°
vi	HRNR-CHNR	44/20	44/2	95 KMPH	Sharp curve no. 24 (3°)
vii	BDHY-KTHU	30/16	29/8	80 Kmph	Due to sharp curve no5DN of 4 degree and 6DN of 3 degree
viii	BDHY-KTHU	29/8	27/6	90Kmph	Due to sharp curve no 4DN of 3 degree
ix	BDHY-KTHU	25/2	23/18	80 KMPH	Due to sharp curve no 2DN and 3 DN of 3 degree.
x	BDHY-KTHU	21/16	21/2	90Kmph	Due to sharp curve no 1DN of 2.75 degree
xi	BDHY-KTHU-MDPB	21/2	17/42	100 KMPH	Due to limited speed potential of sharp curve no 13 and 14 of 2.75 degree
xii	KTHU-MDPB	17/42	16/34	90 KMPH	Due to limited speed potential of sharp curve no 12 of 3.5 degree
xiii	KTHU-MDPB	16/34	14/42	80 KMPH	Due to limited speed potential of sharp curve no1SL,2SL,10B and 11 of 4 degree.
xiv	KTHU-MDPB	14/42	13/32	60 Kmph	On Br.No-17DN, only for Goods train of Rolling stock CC+8+2T
xv	MDPB-SJNP-BHRL	9/6	3/28	80 KMPH	Due to sharp curve no.3DN, 4DN,5DN,6DN and 7DN of 4 degree.
xvi	BHRL-PTKC	2/12	2/6	15 KMPH	Turn out negotiation point no. 137
xvii	SJNP-BHRL	1/26	0/42	80 KMPH	Due to compound curve no 1DN of 4.3 degree and 2DN of 3.5 degree
xviii	SJNP-BHRL	0/42	0/0	15 KMPH	Turnout negotiating Pt no. 106A, 106B abd 107B in compound curve no. 1DN.

7. PERMANENT SPEED RESTRICTIONS ON PTKC-JAT SECTION UP LINE

Sr. No.	Block Section	Location OHE MAST		Restricted Speed	Reason
		FROM	TO		
i	BHRL Yard	0/0	0/23	15 KMPH	Due to turnout negotiating Pt 112A ,112b and 107 In compound curve no. 1UP
ii	BHRL-SJNP	0/23	1/27	80 KMPH	Due to limited speed potential compound curve no 1UP of 4.3 degree and 2UP of 3.5 degree
iii	PTKC-BHRL	2/3	2/13	15 KMPH	Turn out negotiation point no. 137
iv	BHRL-SJNP	3/25	5/29	90 KMPH	Due to liomited speed potential of sharp curve no.3UP of 3.24 degree
v	SJNP-MDPB	5/29	9/5	80 KMPH	Due to limited speed potential of sharp curve no. 4UP,5UP,6UP and 7UP of 4 degree.
vi	MDPB-KTHU	12/37	13/33	60 KMPH	Due to limited speed potential of sharp curve7A and 7B of 4 degree.
vii	MDPB-KTHU	13/33	19/35	80 KMPH	Due to limited speed potential of sharp curve 8a,8b,9,10,4SL of 4 degree.
viii	MDPB-KTHU	19/35	21/29	90 KMPH	Due to limited speed potential of sharp curve 8UP of 2.75 degree.
ix	KTHU-BDHY	29/7	29/35	90 KMPH	Sharp curve
x	SMBX-VJPJ	64/29	66/17	100 KMPH	Sharp curve
xi	SMBX-VJPJ	66/17	67/5	90 KMPH	Sharp curve
xii	SMBX-VJPJ	67/5	68/25	100 KMPH	Sharp curve
xiii	SMBX-VJPJ	74/21	75/2	75 KMPH	Emergency cross over laid in curve
xiv	BBMN-JAT	88/0	90/50	80 KMPH	Shrp curve of 3° & 4°
xv	Speed restricted to 15 KMPH in JAT yard being terminus yard.				

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	22461	14609	12425	14661	12445	20433	12413	12265 / 22401
From JUC	In Between				Name of Train	NDLS-SVDKShreeShakti EXP	RKSH-SVDK Hem kunt EXP	NDLS-JAT Rajdhani EXP	BME-JAT Malini EXP	NDLS-SVDK U.S Kranti EXP	SFG-SVDK Mail	All-JAT Pooja EXP	DEE-JAT Duronto/ DEE-MCTM AC EXP
					Days								1,3,6/ 2,4,7
					Max. Speed	110	110	110	110	110	110	110	110
28.50		भोगपुर सिरवाल	Bhogpur Sirwal	a	--	--	--	--	--	--	--	--
				d	00.58	01.32	02.03	02.26	02.45	03.18	04.00	04.15
	7.08											
35.58		चौलांग	Cholang	a	--	--	--	--	--	--	--	--
				d	01.03	01.37	02.08	02.31	02.50	03.23	04.05	04.20
	6.12									E-1		
41.70		टांडा उरमुर	Tanda Urmar	a	--	01.42	--	--	--	03.29	--	--
				d	01.07	01.44	02.12	02.35	02.54	03.31	04.09	04.24
			Total ER		--	--	--	--	--	1	--	--
			Total TR		--	--	--	--	--	--	--	--
			Optg. Allowance		--	--	--	--	--	--	--	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
16031 11449	16317 16787	13151	12469	11077	12207	14035	12355 14611	20985	12237	22431	19803	14691	
MAS-SVDK Andaman/ JBP-SVDK EXP	CAPE/ TEN-SVDK Himsagar/ Navyug EXP	KOAA-JAT EXP	CNB-JAT EXP	PUNE-JAT Jhelam EXP	KGM-JAT Garibrath EXP	DLI-PTK Dhauladhar EXP	RJPB-JAT Archana/ GCT-SVDK EXP	KOTA-MCTM EXP	BSB-JAT Begampura EXP	SFG-MCTM EXP	KOTA-SVDK EXP	BJU-JAT Mourdhwaj EXP	STN Code
2,5,6/3	1/4		4,6		3	2,4,6	3,7/6	4		3,7	7	1	
110	110	110	110	110	110	110	110	110	110	110	110	110	
--	--	--	--	--	--	--	--	--	--	--	--	--	BPRS
04.52	04.52	05.08	05.35	06.00	06.13	06.40	07.19	07.19	07.43	08.12	08.40	08.40	
--	--	--	--	--	--	--	--	--	--	--	--	--	CGH
04.57	04.57	05.13	05.40	06.05	06.18	06.45	07.24	07.23	07.48	08.16	08.44	08.45	
--	--	--	--	--	--	--	--	--	--	--	--	--	TDO
05.01	05.01	05.17	05.44	06.09	06.22	06.49	07.28	07.27	07.52	08.20	08.48	08.49	
--	--	--	--	--	--	--	--	--	--	--	--	--	ER
--	--	--	--	--	--	--	--	--	--	--	--	--	TR
--	--	--	--	--	--	--	--	--	--	--	--	--	OA

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	12331	15653 / 15651	12587 / 15097	74901	15655	22439	19107	12919
From JUC	In Between				Name of Train	HWH-JAT Himgiri EXP	GHY-JAT/ Lohit EXP	GKP/ BGP-JAT Amar nath EXP	JUC-PTK DMU	KYQ-SVDK EXP	NDLS-SVDK Vande Bhart EXP	ADI-MCTM Janam Bhoomi EXP	DADN-SVDK Malwa EXP
					Days	1,4,7	5/3	2/6		2	EX-3	1	
					Max. Speed	110	110	110	95	110	110	110	110
28.50		भोगपुर सिरवाल	Bhogpur Sirwal	a	--	--	--	10.00	--	--	--	--
				d	09.16	09.16	09.16	10.01	09.44	10.34	11.00	11.23
	7.80											
35.58		चौलांग	Cholang	a	--	--	--	10.09	--	--	--	--
				d	09.21	09.21	09.21	10.10	09.49	10.39	11.05	11.28
	6.12											
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	--	10.16	--	--	--	--
				d	09.25	09.25	09.25	10.18	09.53	10.43	11.09	11.32
			Total ER		--	--	--	--	--	--	--	--
			Total TR		--	--	--	--	--	--	--	--
			Optg. Allowance		--	--	--	--	--	--	--	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
12471 12473	12477 12475	19223	20847	12549 22705	22941	26405	54621	74903	22477	19027 12751	22317	14503 14605	
BDTS-SVDK Swaraj/ GIMB-SVDK EXP	JAM-SVDK Sarvodya/ HAPA-SVDK EXP	ADI-JAT Somnath EXP	DURG-MCTM EXP	DURG-MCTM/ TPTY-JAT Humsafar EXP	INDB-MCTM EXP	ASR-SVDK Vande Bharat EXP	JUC-PTK PASS	JUC-PTK DMU	NDLS-SVDK Vande Bharat EXP	BDTS/ NED-JAT EXP	SDAH-JAT Humsafar EXP	KLK-SVDK/ HW-JAT EXP	STN Code
1,2,5,6/ 7	4/3		4	3/4	2	EX-2			EX-3	7/6	2	2,5/1	
110	110	110	110	110	110	110	110	95	110	110	110	110	
--	--	13.33	--	--	--	--	18.35	19.18	--	--	--	--	BPRS
12.00	12.00	13.35	14.20	15.05	17.57	18.05	18.37	19.19	19.31	20.30	20.30	00.21	
--	--	--	--	--	--	--	18.45	19.27	--	--	--	--	CGH
12.05	12.05	13.42 O-1	14.25	15.10	18.02	18.10	18.46	19.28	19.36	20.35	20.35	00.26	
--	--	13.48	--	--	--	--	18.53	19.35	--	--	--	--	TDO
12.09	12.09	13.50	14.29	15.14	18.06	18.14	18.55	19.51	19.40	20.39	20.39	00.30	
--	--	--	--	--	--	--	--	--	--	--	--	--	ER
--	--	--	--	--	--	--	--	--	--	--	--	--	TR
--	--	1	--	--	--	--	--	--	--	--	--	--	OA

Main Line:

Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	14503 / 14605	22461	14609	12425	14661	12445	20433	12413
From JUC	In Between				Name of Train	KLK-SVDK/ HW-JAT EXP	NDLS-SVDK Shree Shakti EXP	RKSH-SVDK Hem kund EXP	NDLS-JAT Rajdhani EXP	BME-JAT Malini EXP	NDLS-SVDK U.S. Kranti EXP	DLI-SVDK Mail	All-JAT Pooja EXP
					Days At JAT	3,6/2							
					Max. Speed	110	110	110	110	110	110	110	110
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	01.42	--	--	--	03.29	--
				d	00.30	01.07	01.44	02.12	02.35	02.54	03.31	04.09
	7.95											
49.65		खुडा कुराला	Khuda Kurala	a	--	--	--	--	--	--	--	--
				d	00.36	01.13	01.51	02.18	02.41	03.00	03.38	04.15
	4.14											
53.79		गरना साहिब हाल्ट	Garna Sahab Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	3.13											
56.92		दसुआ	Dasua	a	--	--	01.57	--	02.47	--	03.44	--
				d	00.41	01.18	01.59	02.23	02.49	03.05	03.46	04.20
	6.05											
62.97		उंची बस्सी	Unchi Bassi	a	--	--	--	--	--	--	--	--
				d	00.45	01.22	02.04 E-2	02.27	02.54	03.09	03.52	04.24
	9.49											
72.46		मुकेरियां	Mukerian	a	--	--	02.14	--	03.02	--	04.00	--
				d	00.52	01.29	02.16	02.34	03.04	03.16	04.02	04.31
	9.47											
81.93		बंगाला	Bhangala	a	--	--	--	--	--	--	--	--
				d	00.58	01.35	02.24	02.40	03.12	03.22	04.10	04.37
	10.26											
92.19		मीरथल	Mirthal	a	--	--	--	--	--	--	--	--
				d	01.04	01.41 T-2	02.30	02.46	03.18	03.28	04.16	04.43
	6.3											
98.49		घियाला हाल्ट	Ghiala Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	4.27											
102.76		कंदरोरी	Kandrori	a	--	--	--	--	--	--	--	--
				d	01.11 E-4	01.48 E-4	02.37 E-2	02.53 E-5 T-4	03.25 E-2	03.35 T-7	04.23 E-3 T-1	04.50 E-2
	9.3											
112.06		पठानकोट छावनी	Pathankot Cantt	a	01.23	02.00	02.48	03.10	03.35	03.50	04.35	05.00
				d	01.28	02.05	02.53	03.12	03.40	03.55	04.40	05.05
	3.64											
115.7		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
			Total ER		4	4	4	5	2	--	3	2
			Total TR		--	2	--	4	--	7	1	--
			Optg. Allowance		--	--	--	--	--	--	--	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
12265	16031	16317	13151	12469	11077	12207	14035	12355	14611	12237	22431	19803	
22401	16687	11449						20985					
DEE-JAT Duronto/ DEE-MCTM AC EXP	MAS/ TEN-SVDK Andaman/ Navyug EXP	CAPE/ JBP-SVDK Him sagar EXP	KOAA-JAT EXP	CNB-JAT EXP	PUNE-JAT Jhelem EXP	KGM-JAT Garib rath EXP	DLI-PTK Dhaula dhar EXP	RJPB-JAT Archana/ KOTA-MCTM EXP	GCT-SVDK EXP	BSB-JAT Begam pura EXP	SFG-MCTM EXP	KOTA-SVDK EXP	STN Code
1,3,6/ 2,4,7	2,5,6/4	1/3		4,6		3	2,4,6	3,7/4	6		3,7	7	
110	110	110	110	110	110	110	110	110	110	110	110	110	
--	--	--	--	--	--	--	--	--	--	--	--	--	TDO
04.24	05.01	05.01	05.17	05.44	06.09	06.22	06.49	07.28	07.28	07.52	08.20	08.48 O-1	
--	--	--	--	--	--	--	--	--	--	--	--	--	KZX
04.30	05.07	05.07	05.23	05.50	06.15 T-1	06.28	06.55	07.34	07.34	07.58	08.25	08.54	
--	--	--	--	--	--	--	--	--	--	--	--	--	GSB
--	--	--	--	--	--	--	--	--	--	--	--	--	
--	--	--	05.29	--	06.22	--	07.01	--	--	--	--	--	DZA
04.35	05.12	05.12	05.31	05.55	06.40 W-12207	06.33	07.03	07.39	07.39	08.03	08.29	08.58	
--	--	--		--	--	--	--	--	--	--	--	--	UCB
04.39	05.16	05.16	05.36	05.59	06.46	06.37	07.08	07.43	07.43	08.07	08.33	09.02 T-1	
--	05.24	05.24	05.44	--	06.54	--	07.16	--	--	08.15	--	09.12	MEX
04.46	05.26	05.26	05.46	06.06	06.56	06.44	07.18	07.50	07.50	08.17	08.41	09.14 O-12	
	--	--	--	--	--	--	--	--	--	--	--	--	BNGL
04.52	05.34 T-1	05.34 T-1	05.54	06.12	07.04	06.50	07.26	07.56	07.56	08.25	08.47	09.21	
--	--	--	--	--	--	--	--	--	--	--	--	--	MRTL
04.58	05.41	05.41	06.00	06.18	07.10	06.56	07.32 E-5 T-4 O-8	08.02	08.02	08.31 T-1	08.53	09.27 T-1	
--	--	--	--	--	--	--	--	--	--	--	--	--	GILA
--	--	--	--	--	--	--	--	--	--	--	--	--	
--	--	--	--	--	--	--	--	--	--	--	--	--	KNDI
05.05 E-5	05.48 E-4	05.48 E-4	06.07 E-3	06.25 E-6 T-1	07.17 E-5	07.03 E-4	07.56 O-8	08.09 E-3	08.09 E-3	08.39 E-1	08.59 E-5 T-3	09.34 E-5 T-1	
05.18	06.00	06.00	06.18	06.40	07.30	07.15	--	08.20	08.20	08.48	09.15	09.45	PTKC
05.21	06.05	06.05	06.23	06.45	07.35	07.20	08.03 E-1 T-2 O-10	08.25	08.25	08.53	09.20	09.50	
--	--	--	--	--	--	--	08.20	--	--	--	--	--	PTK
--	--	--	--	--	--	--		--	--	--	--	--	
5	--	--	5	6	5	4	6	3	3	1	5	5	ER
--	--	--	--	1	1	--	6	--	--	1	3	3	TR
--	--	--	8	--	--	--	18	--	--	--	--	1	OA

11449/12265 No Stoppage At MEX/PTKC.

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	14691	12331	15651 / 15653	12587 / 15097	15655	74901	22439	19107
From JUC	In Between				Name of Train	BJU-JAT Mour Dhawaj EXP	HWH-JAT Himgiri EXP	GHY-JAT Lohit/ GHY-JAT EXP	GKP/ BGP-JAT Amar nath EXP	KYQ-SVDK EXP	JUC-PTK DMU	NDLS-SVDK Vande Bhart EXP	ADI-MCTM Janam Bhoomi EXP
					Days At JAT	1	1,4,7	3/5	2/6	2		EX-3	1
					Max. Speed	110	110	110	110	110	95	110	110
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	--	--	--	10.16	--	--
				d	08.49	09.25	09.25	09.25	09.53	10.18	10.43	11.09
	7.95											
49.65		खुडा कुराला	Khuda Kurala	a	--	--	--	--	--	10.26	--	--
				d	08.55	09.31	09.31	09.31	09.59	10.27	10.49	11.15
	4.14											
53.79		गरना साहिब हाल्ट	Garna Sahab Halt	a	--	--	--	--	--	10.32	--	--
				d	--	--	--	--	--	10.33 T-1	--	--
	3.13											
56.92		दसुआ	Dasua	a	--	--	--	--	--	10.38	--	--
				d	09.00	09.36	09.36	09.36	10.04	10.52 W-22439 O-1	10.54	11.20
	6.05											
62.97		उंची बस्सी	Unchi Bassi	a	--	--	--	--	--	10.59	--	--
				d	09.04	09.40	09.40	09.40	10.08	11.00	10.57	11.24
	9.49											
72.46		मुकेरियां	Mukerian	a		--	--	--	--	11.09	--	--
				d	09.11	09.47	09.47	09.47	10.15	11.11	11.05	11.31
	9.47											
81.93		बंगाला	Bhangala	a	--	--	--	--	--	11.19	--	--
				d	09.17	09.53	09.53	09.53	10.21	11.20	11.11	11.37
	10.26											
92.19		मीरथल	Mirthal	a	--	--	--	--	--	11.29	--	--
				d	09.23	09.59	09.59	09.59	10.27	11.30	11.17	11.44
	6.3											
98.49		घियाला हाल्ट	Ghiala Halt	a	--	--	--	--	--	11.36	--	--
				d	--	--	--	--	--	11.37	--	--
	4.27											
102.76		कंदरोरी	Kandrori	a	--	--	--	--	--	11.42	--	--
				d	09.30	10.06	10.06	10.06	10.34	11.43	11.24	11.51
	9.3				E-7	E-6	E-6	E-6	E-8			E-6
112.06		पठानकोट छावनी	Pathankot Cantt	a	09.45	10.20	10.20	10.20	10.50	11.53	11.29	12.05
				d	09.50 O-2	10.25	10.25	10.25	10.55	11.55 E-5 O-15	11.31	12.10
	3.64											
115.7		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	12.20	--	--
				d	--	--	--	--	--		--	--
			Total ER		7	6	6	6	8	5	--	6
			Total TR		--	--	--	--	--	2	--	--
			Optg. Allowance		2	--	--	--	--	16	--	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
12919	12471 12473	12477 12475	19223	20847	12549 22705	22941	26405	54621	22477	74903	19027 12751	22317	
DADN-SVDK Malwa EXP	BDTS-SVDK Swaraj/ GIMB-SVDK EXP	JAM-SVDK Sarvodya/ HAPA-SVDK EXP	ADI-JAT Somnath EXP	DURG-MCTM EXP	DURG-MCTM/ TPTY-JAT Humsafar EXP	INDB-MCTM EXP	ASR-SVDK VandeBharat EXP	JUC-PTK PASS	NDLS-SVDK Vande Bharat EXP	JUC-PTK DMU	BDTS/ NED-JAT EXP	SDAH-JAT Humsafar EXP	STN Code
	1,2,5,6/ 7	4/3		4	3/4	2	EX-2		EX-3		7/6	2	
110	110	110	110	110	110	110	110	110	110	95	110	110	
--	--	--	13.48	--	--	--	--	18.53	--	19.35	--	--	TDO
11.32	12.09	12.09	13.50	14.29	15.14	18.06	18.14	18.55 W-22477	19.40	19.51	20.39	20.39	
--	--	--	--	--	--	--	--	19.04	--	19.59	--	--	KZX
11.38	12.15	12.15	13.57	14.35	15.20	18.12	18.20	19.05	19.45	20.00	20.45	20.45	
--	--	--	--	--	--	--	--	19.11	--	20.05	--	--	GSB
--	--	--	--	--	--	--	--	19.12	--	20.06	--	--	
11.44	--	--	14.03	--	--	--	--	19.17	--	20.10	--	--	DZA
11.46	12.20	12.20	14.05	14.40	15.25	18.17	18.25	19.19	19.49	20.12	20.50	20.50	
--	--	--	--	--	--	--	--	19.26	--	20.19	--	--	UCB
11.52	12.24	12.24	14.11 O-1	14.44	15.29	18.21	18.29	19.27	19.52	20.20	20.54	20.54	
12.00	--	--	14.20	--	--	--	--	19.37	--	20.30	--	--	MEX
12.02	12.31	12.31	14.22	14.51 T-1	15.36	18.28	18.36	19.39	20.00	20.32	21.01	21.01	
--	--	--	--	--	--	--	--	19.48	--	20.42	--	--	BNGL
12.10	12.37	12.37	14.30	14.58 T-3	15.42	18.34	18.42	19.49	20.06	20.43	21.07	21.07	
--	--	--	--	--	--	--	--	19.58	--	20.52	--	--	MRTL
12.16	12.43	12.43	14.36	15.07 T-2	15.48	18.40	18.48	19.59	20.11	20.53	21.13 O-2	21.13 O-2	
--	--	--	--	--	--	--	--	20.06	--	20.59	--	--	GILA
--	--	--	--	--	--	--	--	20.07	--	21.00 T-1	--	--	
--	--	--	--	--	--	--	--	20.13	--	21.06	--	--	KNDI
12.23	12.50	12.50	14.43	15.16	15.55	18.47	18.55	20.14	20.17	21.07	21.22	21.20	
E-6	E-2	E-2	E-2 T-2	T-1	E-5	E-5					E-5	E-2 T-3	
12.37	13.00	13.00	14.55	15.25	16.08	19.00	19.03	20.24	--	21.16	21.35	--	PTKC
12.40	13.03	13.03	14.57 E-5 T-5 O-3	15.30	16.13	19.05	19.05	20.26 E-5 T-2 O-12	20.26	21.18 E-6 T-5 O-1	21.40	21.40	
--	--	--	15.15	--	--	--	--	20.50	--	21.35	--	--	PTK
--	--	--	15.40	--	--	--	--		--		--	--	
6	2	2	7	--	5	5	--	5	--	6	5	5	ER
--	--	--	7	7	--	--	--	2	--	6	2	2	TR
--	--	--	4	--	--	--	--	12	--	1	--	--	OA

22705 No Stoppage At PTKC

Main Line:
Total Distance: 96.59 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	14503 / 14605	22461	19415	14609	12425	14661	14803	12445
From BHRL	In Between				Name of Train	KLK-SVDK/ HW-JAT EXP	NDLS-SVDK Shree Shakti EXP	ADI-SVDK EXP	RKSH-SVDK Hemkund EXP	NDLS-JAT Rajdhani EXP	BME-JAT Malini EXP	BGKT-JAT EXP	NDLS-SVDK U.S. Kranti EXP
					Days At JAT	3,6/2		2					
					Max. Speed	110	110	110	110	110	110	110	110
115.7		पठानकोट जं.	Pathankot JN.	a	--	--	02.00	--	--	--	03.45	--
				d	--	--	02.25	--	--	--	04.10	--
	2.98											
00.00		भरोली जं.	Bharoli JN.	a	--	--	--	--	--	--	--	--
				d	01.36	02.12	02.32	03.01	03.20	03.48	04.17	04.03
	5.39											
05.39		सुजानपुर	Sujanpur	a	--	--	--	--	--	--	--	--
				d	01.42	02.18	02.38	03.07	03.26	03.54	04.23	04.09
	6.86				T-4							
12.25		माधोपुर पंजाब	Madhopur Punjab	a	--	--	--	--	--	--	--	--
				d	01.52	02.24	02.44	03.13	03.32	04.00	04.29	04.15
	8.26					E-3						
20.51		कठुआ	Kathua	a	--	--	--	03.24	03.43	04.11	--	04.26
				d	02.02	02.34	02.54	03.26	03.45	04.13	04.39	04.28
	12.20											
32.71		बुद्धि	Budhi	a	--	--	--	--	--	--	--	--
				d	02.12	02.44	03.04	03.38	03.56	04.25	04.49	04.40
	7.74										O-1	
40.45		छन अरोरियां	Chhan Arorian	a	--	--	--	--	--	--	--	--
				d	02.17	02.49	03.09	03.43	04.01	04.31	04.55	04.45
	5.54							E-1			O-6	
45.99		चक दयाला हाल्ट	Chak Dayala Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	3.42											
49.41		हीरानगर	Hiranagar	a	--	--	--	03.51	--	--	05.08	--
				d	02.23	02.55	03.15	03.53	04.07	04.37	05.10	04.51
	5.58											
54.99		घगवाल	Ghagwal	a	--	--	--	--	--	--	--	--
				d	02.27	02.59	03.19	03.59	04.11	04.41	05.16	04.55
	9.27							E-1		T-5	O-1	
64.26		साम्बा	Samba	a	--	--	--	04.07	--	--		--
				d	02.33	03.05	03.25	04.09	04.17	04.52	05.23	05.01
	11.35								T-2		E-2	
75.61		विजयपुर जम्मू	Vijaypur Jammu	a	--	--	--	--	--	--	--	--
				d	02.42	03.14	03.34	04.20	04.26	05.01	05.34	05.10
	12.51				T-1				T-3	E-5 T-6	T-1 O-7	
88.12		बाड़ी ब्राह्मण	Bari Brahman	a	--	--	--	--	--	--	--	--
				d	02.50	03.21	03.41	04.27	04.36	05.19	05.49	05.17
	8.47				E-8 T-6	E-3	E-8 T-7 O-3	E-6 T-1	E-6 T-4	E-4	E-8 T-6 O-6	E-11 T-9 O-2
96.59		जम्मू तवी	Jammu Tawi	a	03.15	03.35	04.10	04.45	05.00	05.40	06.20	05.50
				d	03.25	03.43	04.20	04.55				05.55
			Total ER		8	6	8	8	6	9	10	6
			Total TR		11	--	7	1	9	11	7	5
			Optg. Allowance		--	--	3	--	--	--	21	3

14605 At JAT Arrival 03.20 Hrs.

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
20433	12413	12265 22401	74909	16031 16787	16317 11449	13151	12469	12207	11077	12355	14611 20985	12237	
DLI-SVDK Mail	AII-JAT Pooja EXP	DEE-JAT Duronto/ DEE-MCTM AC EXP	PTK-MCTM DMU	MAS/ TEN-SVDK Anda man/ Navyug EXP	CAPE/ JBP-SVDK Him sagar EXP	KOAA- JAT EXP	CNB-JAT EXP	KGM-JAT Garibrath EXP	PUNE-JAT Jhelem EXP	PNBE-JAT Archana EXP	GCT-SVDK/ KOTA-MCTM EXP	BSB-JAT Begam pura EXP	STN Code
		1,3,6/ 2,4,7		2,5,6/4	1/3		4,6	3		3,7	6/4		
110	110	110	95	110	110	110	110	110	110	110	110	110	
--	--	--	--	--	--	--	--	--	--	--	--	--	PTK
--	--	--	05.30	--	--	--	--	--	--	--	--	--	
--	--	--	05.37	--	--	--	--	--	--	--	--	--	BHRL
04.48	05.13	05.29	05.38	06.13	06.13	06.31	06.53	07.28	07.43	08.33	08.33	09.01	
--	--	--	05.46	--	--	--	--	--	--	--	--	--	SJNP
04.54	05.19	05.35	05.47	06.19	06.19	06.37	06.59 T-6	07.34	07.49	08.39	08.39	09.07	
--	--	--	05.55	--	--	--	--	--	--	--	--	--	MDPB
05.00	05.25	05.43	05.56	06.25	06.25	06.43	07.11	07.40	07.55	08.45	08.45	09.13	
05.11	05.36	--	06.08	06.36	06.36	06.54	--	--	08.06	--	08.56	09.24	KTHU
05.13	05.38	05.53	06.10	06.38	06.38	06.56	07.21	07.50	08.08	08.55	08.58	09.26 O-4	
--	--	--	06.22	--	--	--	--	--	--	--	--	--	BDHY
05.25 E-1	05.50	06.03	06.23	06.50	06.50	07.08	07.31	08.00 O-1	08.20	09.05	09.10	09.42 T-1	
--	--	--	06.30	--	--	--		--	--	--	--	--	CHNR
05.31 T-2	05.55	06.08	06.31	06.55 E-3 T-1	06.55 E-3 T-1	07.13	07.36	08.06	08.25 O-3	09.10 T-5	09.15	09.48 T-1	
--	--	--	06.37	--	--	--	--	--	--	--	--	--	CKDL
--	--	--	06.38	--	--	--	--	--	--	--	--	--	
05.40	06.03	--	06.44	--	--	--	--	--	08.33	--	--	--	HRNR
05.42	06.23 W-12265	06.14 T-1 O-1	06.45	07.05 T-1	07.05 T-1	07.19 T-4	07.42	08.12	08.35 T-2	09.21	09.21	09.55	
--	--	--	06.52	--	--	--	--	--	--	--	--	--	GHGL
05.48 T-4	06.29	06.20	06.53	07.10	07.10	07.27 T-1	07.46	08.16 O-4	08.43 O-3	09.25	09.25	09.59	
--		--	07.03	--	--	07.35	--	--	--	--	--	--	SMBX
05.58	06.35	06.26	07.05	07.16 T-8	07.16 T-8	08.00 W-12469	07.52 E-4	08.26	08.52	09.31 O-8	09.31	10.05	
06.08	--	--	07.17	--	--	--	--	--	09.02	--	--	--	VJPJ
06.10	06.44 E-4 T-1	06.35 E-2 T-6	07.18	07.33 E-1 T-2	07.33 E-1 T-2	08.11 E-4 T-6 O-3	08.05 T-4	08.35 T-11	09.04 T-5	09.48	09.40 T-5 O-4	10.14 T-3	
--	--	--	07.30	--	--	--	--	--	--	--	--	--	BBMN
06.19	06.56 E-4 T-10 O-9	06.50 E-6 T-3	07.31 E-6 O-15	07.43 E-6 T-3 O-17	07.43 E-6 T-3 O-17	08.31 E-4 O-5	08.16 E-1 O-2	08.53 E-7 O-4	09.18 E-6 T-3 O-8	09.55 E-8 T-6 O-1	09.56 E-7 T-6	10.24 E-10 T-5	
06.30 06.35	07.30	07.10 07.20	08.05 08.10	08.20 08.30	08.20 08.30	08.50	08.30	09.15	09.45	10.20	10.20 10.30	10.50	JAT
1	8	8	6	10	10	8	5	7	6	8	7	10	ER
6	11	10	--	15	15	11	10	11	10	11	11	10	TR
--	9	1	15	17	17	8	2	9	12	9	4	4	OA

12413 At HRNR For Way Only. 14611 No Stoppage At KTHU.

Main Line:
Total Distance: 96.59 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	22431	19803	14691	12331	15651 / 15653	12587 / 15097	18309 / 18101	22439
From BHRL	In Between				Name of Train	SFG-MCTM EXP	KOTA-SVDK EXP	BJU-JAT Mour Dhawaj EXP	HWH-JAT Himgiri EXP	GHY-JAT Lohit/ GHY-JAT EXP	GKP/ BGP-JAT Amar nath EXP	SBP/ TATA - JAT Muri EXP	NDLS-SVDK Vande Bhart EXP
					Days At JAT	3,7	7	1	1,4,7	3/5	2/6	1,3,4,6/ 2,5,7	EX-3
					Max. Speed	110	110	110	110	110	110	110	110
115.7		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	--	10.53	--
				d	--	--	--	--	--	--	11.18	--
	2.98											
00.00		भरोली जं.	Bharoli JN.	a	--	--	--	--	--	--	11.26	--
				d	09.29	09.57	10.00	10.32	10.32	10.32	11.38	11.38
	5.39										W-22439	
05.39		सुजानपुर	Sujanpur	a	--	--	--	--	--	--	--	--
				d	09.36	10.03	10.06	10.38	10.38	10.38	11.45	11.45
	6.86										O-9	
12.25		माधोपुर पंजाब	Madhopur Punjab	a	--	--	--	--	--	--	--	--
				d	09.42	10.09	10.12	10.44	10.44	10.44	12.00	11.51
	8.26				O-11	O-1						
20.51		कठुआ	Kathua	a	--	10.21		10.55	10.55	10.55	--	--
				d	10.01	10.23	10.22	10.57	10.57	10.57	12.10	12.01
	12.20				O-2			T-1	T-1	T-1		
32.71		बुद्धि	Budhi	a	--	--	--	--	--	--	--	--
				d	10.12	10.36	10.32	11.09	11.09	11.09	12.20	12.11
	7.74				O-4		T-5					
40.45		छन अरोरियां	Chhan Arorian	a	--	--	--	--	--	--	--	--
				d	10.20	10.40	10.42	11.14	11.14	11.14	12.25	12.15
	5.54											
45.99		चक दयाला हाल्ट	Chak Dayala Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	3.42											
49.41		हीरानगर	Hiranagar	a	--	--	--	--	--	--	12.32	--
				d	10.25	10.45	10.48	11.20	11.20	11.20	12.34	12.20
	5.58										O-8	
54.99		घगवाल	Ghagwal	a	--	--	--	--	--	--	--	--
				d	10.29	10.49	10.52	11.24	11.24	11.24	12.48	12.24
	9.27				O-3			T-8 O-11	T-8 O-11	T-8 O-11	O-5	
64.26		साम्बा	Samba	a	--	--	--	11.50	11.50	11.50	13.00	--
				d	10.37	10.55	10.58	12.22	12.22	12.22	13.20	12.30
	11.35				O-1		O-9	W-22439	W-22439	W-22439	W-19107 O-2	
75.61		विजयपुर जम्मू	Vijaypur Jammu	a	--	--	--	--	--	--	13.33	--
				d	10.48	11.05	11.16	12.32	12.32	12.32	13.35	12.40
	12.51					O-16	T-1					
88.12		बाड़ी ब्राह्मण	Bari Brahman	a	--	--	--	--	--	--	--	--
				d	10.57	11.30	11.24	12.39	12.39	12.39	13.44	12.49
	8.47				E-6 T-6	E-7	E-4 T-5	E-5 T-3 O-2	E-5 T-3 O-2	E-5 T-3 O-2	E-9	
96.59		जम्मू तवी	Jammu Tawi	a	11.20	11.45	11.45	13.00	13.00	13.00	14.05	12.59
				d	11.30	11.55						13.01
			Total ER		6	7	4	5	5	5	9	--
			Total TR		6	2	11	11	11	11	--	--
			Optg. Allowance		21	17	9	13	13	13	24	--

12331 Group At SMBX For Way Only. 18309/18101 At SJNP & SMBX For Way Only 12587 arrival at JAT 12.30

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH														
15655	19107	12919	12471 12473	12477 12475	74907	20847	19223	12549 22705	26405	22941	22477	12751 22317	19027	
KYQ-SVDK EXP	BVC-MCTM Janam Bhoomi EXP	DADN-SVDK Malwa EXP	BDTS-SVDK Swaraj/ GIMB-SVDK EXP	JAM-SVDK Sarvodya/ HAPA-SVDK EXP	PTK-MCTM DMU	DURG-MCTM EXP	ADI-JAT Somnath EXP	DURG-MCTM/ TPTY-JAT Humsafar EXP	ASR-SVDK Vande Bharat EXP	INDB-MCTM EXP	NDLS-SVDK Vande Bharat EXP	NED/ SDAH-JAT Humsafar EXP	BDTS - JAT EXP	STN Code
2	1		1,2,5,6/ 7	4/3	EX 6 & 7	4		3/4	EX-2	2	EX-3	6/2	7	
110	110	110	110	110	95	110	110	110	110	110	110	110	110	
--	--	--	--	--	--	--	15.15	--	--	--	--	--	--	PTK
--	--	--	--	--	14.30	--	15.40	--	--	--	--	--	--	
--	--	--	--	--	14.37	--	--	--	--	--	--	--	--	BHRL
11.03	12.17	12.47	13.10	13.10	14.38	15.38	15.47	16.21	19.12	19.13	20.33	21.47	21.48	
--	--	--	--	--	14.46	--	--	--	--	--	--	--	--	SJNP
11.09	12.24	12.53	13.16	13.16	14.48	15.44	15.54	16.27	19.18	19.19	20.38	21.53	21.55	
--	--	--	--	--	14.55	--	--	--	--	--	--	--	--	MDPB
11.15	12.30	12.59	13.22	13.22	14.57 E-1	15.50	16.00 O-4	16.33	18.24	19.25	20.43	21.59	22.01	
--	--	13.10	13.33	13.33	15.10	--	16.15	--	--	--	20.55	--	22.10	KTHU
11.25	12.41	13.12 T-1	13.35	13.35	15.12	16.00	16.17	16.43	19.34	19.35	20.57	22.09	22.12	
--	--	--	--	--	15.24	--	--	--	--	--	--	--	--	BDHY
11.35	12.51	13.25	13.47	13.47	15.26 E-2	16.10 O-2	16.29	16.53	19.44	19.45	21.08	22.19	22.24	
--	--	--	--	--	15.35	--	--	--	--	--	--	--	--	CHNR
11.40	12.56	13.30	13.52	13.52	15.37 E-1	16.17	16.34 E-2	17.00	19.49	19.50	21.12	22.23 E-2	22.29	
--	--	--	--	--	15.44	--	--	--	--	--	--	--	--	CKDL
--	--	--	--	--	15.45 T-2	--	--	--	--	--	--	--	--	
--	--	--	--	--	15.51	--	16.43	--	--	--	--	--	--	HRNR
11.46 O-3	13.03	13.36 T-1	13.58	13.58	15.52 T-2	16.23	16.45 E-1	17.06	19.55	19.56	21.17	22.30	22.35	
11.54	--	--	--	--	16.00	--	16.53	--	--	--	--	--	--	GHGL
12.14	13.07	13.41	14.02	14.02	16.02 E-2	16.27	17.17	17.10	19.59	20.00	21.21	22.34	22.39	
W-22439			E-5	E-5			W-12549 O-1							
--	--	--	--	--	16.12	--	--	--	--	--	--	--	--	SMBX
12.21 T-4 O-1	13.13	13.47	14.13	14.13	16.14 T-1	16.33	17.26 E-2 O-2	17.16	20.05	20.06	21.27	22.40	22.45	
--	--	--	--	--	16.26	--	17.40	--	--	--	--	--	--	VJPJ
12.35	13.21	13.56	14.22 T-3	14.22 T-3	16.28 O-5	16.42	17.42 T-4	17.25	20.14	20.15	21.37	22.49	22.54	
--	--	--	--	--	16.42	--	--	--	--	--	--	--	--	BBMN
12.42	13.29	14.03	14.32	14.32	16.44	16.49	17.55	17.32	20.21	20.22	21.46	22.56	23.01	
E-2		E-9 T-7	E-7	E-7	E-4 T-5	E-9 T-2 O-32	T-1 O-33	E-2		E-2		E-8 T-1 O-8	E-6 T-6	
12.55	13.40	14.30	14.50	14.50	17.05	17.43	18.40	17.43	20.32	20.35	21.56	23.25	23.25	JAT
13.05	13.50	14.35	14.55	14.55	17.10	17.50		17.50	20.34	20.40	21.58			
2	--	9	12	12	10	9	5	2	--	2	--	10	6	ER
4	--	9	3	3	10	2	5	--	--	--	--	1	6	TR
4	--	--	--	--	5	32	41	--	--	--	--	8	--	OA

22705 Arrival At JAT 18.00 Hrs.

Main Line:
Total Distance: 96.59 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	16032 / 16788	16318 / 11450	19804	22462	20848	12550	19028 / 12752	15656 / 22706	14612
From BHRL	In Between				Name of Train	SVDK-MAS/ TEN Andman/ Navyug EXP	SVDK-CAPE/ JBP EXP	SVDK-KOTA EXP	SVDK-NDLS Shree Shakti EXP	MCTM-DURG EXP	MCTM-DURG EXP	JAT-BDTS/ NED EXP	SVDK-KYQ /JAT-TPTY Humsafar EXP	SVDK-GCT EXP
					Days At JAT	3,6,7/5	2/4	1		5	4	1/7	3/5	4
					Max. Speed	110	110	110	110	110	110	110	110	110
96.59		जम्मू तवी	Jammu Tawi	a	00.15	00.15	00.15	00.50	01.10	04.25	--	05.35	05.35
				d	00.20	00.20	00.20	01.00	01.20	04.35 T-2	05.45	05.45	05.45
	8.47													
88.12		बाड़ी ब्राह्मण	Bari Brahman	a	--	--	--	--	--	--	--	--	--
				d	00.32	00.32	00.32	01.11	01.32	04.49	05.57	05.57	05.57
	12.51													
75.61		विजयपुर जम्मू	Vijaypur Jammu	a	--	--	--	--	--	--	--	--	--
				d	00.39	00.39	00.39	01.18	01.39	04.56	06.04	06.04	06.04
	11.35													
64.26		साम्बा	Samba	a	--	--	--	--	--	--	--	--	--
				d	00.50	00.50	00.50	01.29	01.50	05.07	06.13	06.15	06.15
	9.27													
54.99		घगवाल	Ghagwal	a	--	--	--	--	--	--	--	--	--
				d	00.56	00.56	00.56	01.35	01.56	05.13	06.19	06.21	06.21
	5.58													
49.41		हीरानगर	Hiranagar	a	--	--	--	--	--	--	--	--	--
				d	01.00	01.00	01.00	01.39	02.00	05.17	06.24	06.25	06.25
	3.42													
45.99		चक दयाला हाल्ट	Chak Dayala Halt	a	--	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--	--
	5.54													
40.45		छन अरोरियां	Chhan Arorian	a	--	--	--	--	--	--	--	--	--
				d	01.06	01.06	01.06	01.45	02.06	05.23	06.30	06.31	06.31
	7.74													
32.71		बुद्धि	Budhi	a	--	--	--	--	--	--	--	--	--
				d	01.11 E-1	01.11 E-1	01.11 E-1	01.50	02.11	05.28	06.36	06.36	06.36
	12.20													
20.51		कठुआ	Kathua	a	01.23	01.23	01.23	--	--	--	06.47	--	--
				d	01.25	01.25	01.25	02.00	02.21	05.38	06.49	06.46	06.46
	8.26													
12.25		माधोपुर पंजाब	Madhopur Punjab	a	--	--	--	--	--	--	--	--	--
				d	01.37	01.37	01.37	02.10	02.31	05.48	07.00	06.56	06.56
	6.86													
05.39		सुजानपुर	Sujanpur	a	--	--	--	--	--	--	--	--	--
				d	01.43	01.43	01.43	02.16	02.37	05.54	07.05	07.02	07.02
	5.39													
00.00		भरोली जं.	Bharoli JN.	a	--	--	--	--	--	--	--	--	--
				d	01.49	01.49	01.49	02.22	02.43	06.00	07.11	07.08	07.08
	2.98				E-4 T-5	E-4 T-5	E-4 T-5	E-6	E-5 T-5	T-3	E-5 T-3	E-5 T-5	E-5 T-5
115.7		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--	--
			Total ER		5	5	5	6	5	--	5	5	5
			Total TR		5	5	5	--	5	5	3	5	5
			Optg. Allowance		--	--	--	--	--	--	--	--	--

12752 No Stoppage At KTHU.

	Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH														
22478	22318	19224	26406	14804	74906	12920	12472 12474	12478 12476	19416 22942	12238	18310 18102	22440	22432	20434	
SVDK-NDLS Vande Bharat EXP	JAT-SDAH Humsafar EXP	JAT-ADI Somnath EXP	SVDK-ASR Vande Bharat EXP	JAT-BGKT EXP	MCTM-PTK DMU	SVDK-INDB Malwa EXP	SVDK-BDTS Swaraj/ GIMB S.Fast EXP	SVDK-JAM Sarvodya / HAPA S.Fast EXP	SVDK-ADI/ MCTM-INDB EXP	JAT-BSB Begam pura EXP	JAT-SBP/ TATA Muri EXP	SVDK-NDLS Vnade Bhart EXP	MCTM-SFG EXP	SVDK-SFG Mail	
EX-3	3		EX-2				2,3,5,6/ 4	7/1	2/3		2,4,5,7/ 1,3,6	EX-3	3,7		
110	110	110	110	110	95	110	110	110	110	110	110	110	110	110	
07.10	--	--	08.03	--	09.05	10.20	11.25	11.25	12.30	--	--	16.10	17.05	16.45	JAT
07.12	07.20	06.05	08.05	08.40	09.10	10.30	11.35	11.35	12.35	13.45	14.20	16.12	17.10	16.50	
--	--	--	--	--	09.22	--	--	--	--	--	--	--	--	--	BBMN
07.22	07.32	06.17 O-1	08.16	08.50	09.24	10.42	11.47	11.47	12.47	13.58	14.32	16.24	17.22	17.02	
--	--	06.26	--	--	09.33	--	--	--	--	--	14.40	--	--	17.10	VJPJ
07.29	07.39	06.28	08.23	08.57	09.35	10.49	11.54	11.54	12.54	14.05	14.42	16.31	17.29	17.12 O-1	
--	--	--	--	--	09.48	--	--	--	--	--	--	--	--		SMBX
07.36	07.50	06.41 E-3 T-2 O-1	08.34	09.08	09.50	11.00	12.05	12.05	13.05	14.14	14.55	16.41	17.40	17.26	
--	--	06.54	--	--	09.58	--	--	--	--	--	--	--	--	--	GHGL
07.42	07.56	06.56 O-1	08.40	09.14 O-15	09.59	11.06	12.11	12.11	13.11	14.20	15.01 E-4 T-1 O-9	16.47	17.46	17.32 E-1 T-2	
--	--	07.04		09.34	10.05	--	--	--	--	--	15.21	--	--	17.40	HRNR
07.46	08.00	07.06	08.44	09.36	10.06	11.10	12.15	12.15	13.15	14.24	15.23	16.51	17.50	18.02 W-22432 O-4	
--	--	--	--	--	10.10	--	--	--	--	--	--	--	--	--	CKDL
--	--	--	--	--	10.11	--	--	--	--	--	--	--	--	--	
--	--	--	--	--	10.17	--	--	--	--	--	--	--	--	18.15	CHNR
07.51	08.06	07.14	08.50	09.43	10.18 E-1	11.16	12.21	12.21	13.21	14.29	15.31	16.57	17.56	18.25 W-12470	
--	--	--	--	--	10.26	--	--	--	--	--	--	--	--	--	BDHY
07.55	08.11	07.19 O-2	08.55	09.48	10.27	11.21 O-5	12.26 E-5	12.26 E-5	13.26 E-3 T-1	14.35 E-2	15.36	17.01	18.01	18.31 O-4	
08.10	--	07.32	--	--	10.39	11.37	12.42	12.42	--	14.48	--	--	--	18.46	KTHU
08.12	08.21	07.34	09.05	09.58 T-2	10.41	11.39 T-1	12.44	12.44	13.40	14.50	15.46	17.09	18.11	18.48	
--	--	--	--	--	10.51	--	--	--	--	--	--	--	--	--	MDPB
08.20	08.31	07.46 O-14	09.15	10.08	10.53	11.52	12.56	12.56	13.50	15.02	15.56	17.17	18.21	19.00	
--	--	08.07	--	--	11.00	--	--	--	--	--	--	--	--	--	SJNP
08.25	08.37	08.30 W-22478 O-13	09.21	10.14	11.01 E-1 T-1	11.58	13.02	13.02	13.56	15.07	16.02	17.21	18.27	19.06 E-8	
--	--	--	--	--	11.11	--	--	--	14.02	--	--	--	--	--	BHRL
08.29	08.43 E-5 T-5 O-6	08.50 E-5 O-2	09.27	10.20 O-34	11.12 E-8 T-4 O-5	12.04 E-4	13.08 E-5	13.08 E-5	14.12 X-14634	15.13 E-5 T-5	16.08 E-6 T-5 O-7	17.26	18.33	19.12 E-1	
--	--	09.00	09.34	11.00	11.35	--	--	--	14.20	--	16.32	--	--	--	PTK
--	--	09.25	09.36	11.40	W-18101	--	--	--	14.45	--	16.57	--	--	--	
--	5	8	--	--	10	4	10	10	4	7	10	--	--	2	ER
--	5	2	--	--	5	1	--	--	1	5	6	--	--	2	TR
--	6	32	--	49	5	5	--	--	--	--	16	--	--	9	OA

19416 JAT arrival 12.15 & Departure 12.20.

19416 via PTK-ASR stop at BHRL only for crossing 14634 & 22492 via PTKC-JRC.

Main Line: Total Distance: 96.59 KMS					Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH							
Distance in KM's		Station Name	Train No.		74910	12470 / 12356	14692	12414	14610	22402 / 12266	20986 / 14504	13152
From BHRL	In Between		Name of Train		MCTM-PTK DMU	JAT-CNB/ RJPB Archna EXP	JAT-BJU Mourdhwaj EXP	JAT-AII Pooja EXP	SVDK-RKSH Hemkund EXP	MCTMDEE AC/ JAT-DEE Dournto EXP	MCTM-KOTA/ SVDK-KLK EXP	JAT-KOAA EXP
			Days At JAT			2,4/3,7	5			2,4,7/ 1,3,6	4/3,6	
			Max. Speed		95	110	110	110	110	110	110	110
96.59		जम्मू तवी	Jammu Tawi	a	17.46	--	--	--	18.28	19.07	19.42	--
				d	17.50	17.35	17.35	18.15	18.35 E-3	19.15	19.48	20.30
	8.47											
88.12		बाड़ी ब्राह्मण	Bari Brahman	a	18.02	--	--	--	--	--	--	--
				d	18.03	17.46	17.46	18.27	18.50	19.27	20.00	20.42
	12.51											
75.61		विजयपुर जम्मू	Vijaypur Jammu	a	18.12	--	--	--	--	--	--	--
				d	18.13 T-1	17.53	17.53	18.34	18.57 T-1	19.34	20.07	20.49
	11.35											
64.26		साम्बा	Samba	a	18.27	--	--	--	19.10	--	--	--
				d	18.28	18.04	18.04	18.45	19.12	19.45	20.18	21.00
	9.27											
54.99		घगवाल	Ghagwal	a	18.36	--	--	--	--	--	--	--
				d	18.37 E-1 T-1	18.10	18.10	18.51	19.20 E-1	19.51	20.24	21.06
	5.58											
49.41		हीरानगर	Hiranagar	a	18.45	--	--	--	19.26	--	--	--
				d	19.03 W-12414	18.14	18.14	18.55	19.28	19.55	20.28	21.10
	3.42											
45.99		चक दयाला हाल्ट	Chak Dayala Halt	a	19.07	--	--	--	--	--	--	--
				d	19.08	--	--	--	--	--	--	--
	5.54											
40.45		छन अरोरियां	Chhan Arorian	a	19.14	--	--	--	--	--	--	--
				d	19.15 T-1	18.20	18.20	19.01	19.36	20.01	20.34	21.16
	7.74											
32.71		बुद्धि	Budhi	a	19.23	--	--	--	--	--	--	--
				d	19.24	18.25	18.25	19.06	19.41 T-1	20.06	20.39	21.21 E-1 T-6 O-3
	12.20											
20.51		कठुआ	Kathua	a	19.36	--	--	19.17	19.53	--	--	21.42
				d	19.38	18.35	18.35	19.19	19.55	20.16	20.49	21.44
	8.26											
12.25		माधोपुर पंजाब	Madhopur Punjab	a	19.50	--	--	--	--	--	--	--
				d	19.51	18.45	18.45	19.31	20.07	20.26	20.59	21.56
	6.86											
05.39		सुजानपुर	Sujanpur	a	19.59	--	--	--	--	--	--	--
				d	20.00	18.51	18.51	19.37	20.13	20.32	21.05 T-2	22.02
	5.39											
00.00		भरोली जं.	Bharoli JN.	a	20.08	--	--	--	--	--	--	--
				d	20.09	18.57	18.57	19.43	20.19	20.38	21.13	22.08
	2.98				E-9 T-3			E-5	T-4	E-5	E-6 T-5 O-1	
115.7		पठानकोट जं.	Pathankot JN.	a	20.30	--	--	--	--	--	--	--
				d		--	--	--	--	--	--	--
			Total ER		10	--	--	5	4	5	6	1
			Total TR		6	--	--	--	6	--	7	6
			Optg. Allowance		--	--	--	--	--	--	1	3

14504 No Stoppage At KTHU. 12470 Departure time from JAT is 17:38

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
12426	12446	14606	14662	12332	15652 15654	15098 12588	12208	19108	11078				
JAT-NDLS Rajdhani	SVDK-NDLS U.S. Karanti EXP	JAT-HW EXP	JAT-BME Malini EXP	JAT-HWH Himgiri EXP	JAT-GHY Lohit EXP	JAT-BGP/ GKP Amar nath EXP	JAT-KGM Garib rath EXP	MCTM-BVC Janam bhoomi EXP	JAT-PUNE Jhelem EXP				
		7		1,4,7	3/5	2/6	7	1					
110	110	110	110	110	110	110	110	110	110				
--	21.35	--	--	--	--	--	--	23.10	--				JAT
21.25	21.45	22.05	22.25	22.45	22.45	22.45	23.20	23.20	23.35				
--	--	--	--	--	--	--	--	--	--				BBMN
21.37	21.56	22.17	22.37	22.57	22.57	22.57	23.32	23.32	23.47 E-1				
--	--	--	--	--	--	--	--	--	23.56				VJPJ
21.44	22.03	22.24	22.44	23.04	23.04	23.04	23.39	23.39	23.58				
--	--	--	--	--	--	--	--	--	--				SMBX
21.55	22.14	22.35	22.55	23.15	23.15	23.15	23.50	23.50	00.10				
--	--	--	--	--	--	--	--	--	--				GHGL
22.01	22.20	22.41	23.01	23.21	23.21	23.21	23.56	23.56	00.16				
--	--	--	--	--	--	--	--	--	00.21				HRNR
22.05	22.24	22.45	23.05	23.25	23.25	23.25	00.00	00.00	00.23				
--	--	--	--	--	--	--	--	--	--				CKDL
--	--	--	--	--	--	--	--	--	--				
--	--	--	--	--	--	--	--	--	--				CHNR
22.11	22.30	22.51	23.11	23.31	23.31	23.31	00.06	00.06	00.31				
--	--	--	--	--	--	--	--	--	--				BDHY
22.16 E-6	22.35 O-4	22.56	23.16	23.36	23.36	23.36	00.11	00.11	00.36 E-1				
22.33	22.50	--	23.27	23.47	23.47	23.47	--	--	00.48				KTHU
22.35	22.52	23.06	23.29	23.49	23.49	23.49	00.21	00.21	00.50				
--	--	--	--	--	--	--	--	--	--				MDPB
22.46	23.03	23.16	23.41	00.01	00.01	00.01	00.31	00.31	01.06				
--	--	--	--	--	--	--	--	--	--				SJNP
22.52	23.09	23.22	23.47	00.07	00.07	00.07	00.37	00.37	01.08				
--	--	--	--	--	--	--	--	--	--				BHRL
22.58	23.15	23.28 E-5	23.53	00.13 E-5 T-5	00.13 E-5 T-5	00.13 E-5 T-5	00.43	00.43	01.14 E-3 T-1				
--	--	--	--	--	--	--	--	--	--				PTK
--	--	--	--	--	--	--	--	--	--				
6	--	5	--	5	5	5	--	--	5	--	--	--	ER
--	--	--	--	5	5	5	--	--	1	--	--	--	TR
--	4	--	--	--	--	--	--	--	--	--	--	--	OA

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	14662	12332	15652 15654	15098 12588	12208	19108	11078	16032 16788
From JUC	In Between				Name of Train	JAT-BME Malini EXP	JAT-HWH Himgiri EXP	JAT-GHY Lohit EXP	JAT-BGP/ GKP Amar nath EXP	JAT-KGM Garibrath EXP	MCTM-ADI Janam bhoomi EXP	JAT-PUNE Jhelem EXP	SVDK-MAS/ TEN Andman/ Navyug EXP
					Days At JAT		2,5,1	4/6	3/7	1	2		3,6,7/5
					Max. Speed	110	110	110	110	110	110	110	110
115.70		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	3.64												
112.06		पठानकोट छावनी	Pathankot Cantt	a	00.00	00.30	00.30	00.30	00.50	00.50	01.25	02.05
				d	00.05	00.35	00.35	00.35	00.55	00.55	01.30	02.10
	9.30												
102.76		कंदरोरी	Kandrori	a	--	--	--	--	--	--	--	--
				d	00.15	00.45	00.45	00.45	01.05	01.05	01.40	02.20
	4.27									E-3			
98.49		घियाला हाल्ट	Ghiala Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	6.30												
92.19		मीरथल	Mirthal	a	--	--	--	--	--	--	--	--
				d	00.22	00.52	00.52	00.52	01.15	01.12	01.47	02.27
	10.26												
81.93		बंगाला	Bhangala	a	--	--	--	--	--	--	--	--
				d	00.28	00.58	00.58	00.58	01.21	01.18	01.53	02.33
	9.47				T-5						E-3 O-2		
72.46		मुकेरियां	Mukerian	a	00.40	--	--	--	--	--	02.05	02.40
				d	00.42	01.04	01.04	01.04	01.27	01.24	02.07	02.42
	9.49												
62.97		उंची बस्सी	Unchi Bassi	a	--	--	--	--	--	--	--	--
				d	00.52	01.12	01.12	01.12	01.35	01.32	02.17	02.52
	6.05									O-1		E-1 O-1
56.92		दसुआ	Dasua	a	00.57	--	--	--	--	--	02.22	--
				d	00.59	01.16	01.16	01.16	01.39	01.37	02.24	02.58
	3.13												
53.79		गरना साहिब हाल्ट	Garna Sahab Halt	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	--	--	--
	4.14												
49.65		खुडा कुराला	Khuda Kurala	a	--	--	--	--	--	--	--	--
				d	01.05	01.21	01.21	01.21	01.44	01.42	02.31	03.03
	7.95								E-2 T-2				
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	--	--	--	--	--	--
				d	01.10	01.26	01.26	01.26	01.53	01.47	02.36	03.08
			Total ER		--	--	--	--	5	--	3	1
			Total TR		5	--	--	--	2	--	--	--
			Optg. Allowance		--	--	--	--	--	1	2	1

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH															
16318 / 19804	11450	22462	20848	74902	12550	19028 / 12752	15656 / 14612	22706	54622	22478	22318	26406	19224	12920	
SVDK-CAPE/ KOTA EXP	SVDK-JBP EXP	SVDK-NDLS Shree Shakti EXP	MCTM-DURG EXP	PTK-JUC DMU	MCTM-DURG EXP	JAT-BDTS/ NED EXP	SVDK-KYQ EXP/SVDK-GCT-EXP	JAT-TPTY Humsafar EXP	PTK-JUC PASS	SVDK-NDLS Vande Bharat EXP	JAT-SDAH Humsafar EXP	SVDK-ASR Vande Bharat EXP	JAT-ADI Somnath EXP	SVDK-INDB Malwa EXP	STN Code
2/1	4		5		4	1/7	3/4	5		EX-3	3	EX-2			
110	110	110	110	95	110	110	110	110	110	110	110	110	110	110	
--	--	--	--	--	--	--	--	--	--	--	--	--	09.00	--	PTK
--	--	--	--	06.15	--	--	--	--	08.50 T-1	--	--	--	09.25	--	
02.05	02.05	02.35	03.00	06.28	06.10	07.25	07.25	--	08.59	--	--	09.34	09.40	12.15	PTKC
02.10	02.10	02.40	03.05 O-5	06.30 E-1	06.15 T-2	07.30 O-4	07.30	07.30 O-1	09.01	08.35	09.05	09.36	09.42 T-2 O-33	12.18	
--	--	--	--	06.42	--	--	--	--	09.12	--	--	--	--	--	KNDI
02.20	02.20	02.49	03.20	06.43	06.27	07.39 T-2	07.40	07.39	09.27 X-22318	08.43	09.13	09.45	10.27	12.28 T-2	
--	--	--	--	06.48	--	--	--	--	09.33	--	--	--	--	--	GILA
--	--	--	--	06.49	--	--	--	--	09.34	--	--	--	--	--	
--	--	--	--	06.55	--	--	--	--	09.41	--	--	--	10.35	--	MRTL
02.27	02.27	02.56	03.27 E-3	06.56	06.34	07.49 O-3	07.47	07.46	09.42	08.49	09.20	09.52	10.37 O-4	12.37	
--	--	--	--	07.04	--	--	--	--	09.51	--	--	--	--	--	BNGL
02.33	02.33 O-6	03.02	03.36 T-1	07.05 T-1	06.40	07.57 E-3 O-4	07.53	07.52	09.52	08.54	09.26	09.58	10.45 O-4	12.43 O-3	
02.40		--	--	07.14	--	--	--	--	10.01	--	--	--	11.00	12.53	MEX
02.42	02.45	03.08	03.43	07.16 E-1	06.46	08.10 T-1	07.59	07.58	10.03	08.59	09.32	10.04	11.02 O-3	12.55	
--	--	--	--	07.27	--	--	--	--	10.13	--	--	--	--	--	UCB
02.52 E-1 O-1	02.53 E-2 O-1	03.16 T-1	03.51	07.28	06.54	08.19	08.07	08.06	10.27 X-26406	09.04	09.40	10.12	11.12 T-2	13.05	
--	--	--	--	07.34	--	--	--	--	10.34	--	--	--	11.22	13.10	DZA
02.58	03.00	03.21 T-1	03.55	07.36	06.58	08.22	08.11	08.10	10.36	09.08	09.44	10.16	11.24 E-3 O-4	13.12	
--	--	--	--	07.40	--	--	--	--	10.41	--	--	--	--	--	GSB
--	--	--	--	07.41 E-1	--	--	--	--	10.42	--	--	--	--	--	
--	--	--	--	07.47	--	--	--	--	10.48	--	--	--	--	--	KZX
03.03	03.05	03.27	04.00	07.48 E-2	07.03	08.27	08.16	08.15	10.49	09.12	09.49	10.21	11.31	13.19	
--	--	--	--	07.56	--	--	--	--	10.57	--	--	--	11.44	--	TDO
03.08	03.10	03.32	04.05	07.58	07.08	08.33	08.21	08.20	10.59	09.17	09.54	10.26	11.46	13.24	
1	2	--	3	5	--	3	--	--	--	--	--	--	3	--	ER
--	--	2	1	1	--	3	--	--	1	--	--	--	4	2	TR
1	7	--	--	--	--	11	--	1	--	--	--	--	48	3	OA

Main Line: Total Distance: 183.440 KMS					Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH							
Distance in KM's		Station Name		Train No.	12472 12474	12478 12476	22942	12238	22440	74904	22432	12470 12356
From JUC	In Between			Name of Train	SVDK-BDTS Swaraj/ GIMB S.Fast EXP	SVDK-JAM Sarvodya/ HAPA S.Fast EXP	MCTM-INDB EXP	JAT-BSB Begam pura EXP	SVDK-NDLS Vnade Bhart EXP	PTK-JUC DMU	MCTM-SFG EXP	JAT-CNB/ RJPB Archna EXP
				Days At JAT	2,3,5,6/ 4	7/1	3		EX-3		3,7	2,4/3,7
				Max. Speed	110	110	110	110	110	95	110	110
115.70		पठानकोट जं.	Pathankot JN.	a	--	--	--	--	--	--	--	--
				d	--	--	--	--	--	17.40	--	--
	3.64											
112.06		पठानकोट छावनी	Pathankot Cantt	a	13.20	13.20	14.10	15.30	17.32	17.48	18.40	19.04
				d	13.25	13.25	14.13	15.35	17.34	17.50	18.45	19.09
	9.30											
102.76		कंदरोरी	Kandrori	a	--	--	--	--	--	18.00	--	--
				d	13.35	13.35	14.27	15.43	17.39	18.01 T-1	19.00	19.19
	4.27											
98.49		घियाला हाल्ट	Ghiala Halt	a	--	--	--	--	--	18.09	--	--
				d	--	--	--	--	--	18.10	--	--
	6.30											
92.19		मीरथल	Mirthal	a	--	--	--	--	--	18.18	--	--
				d	13.42	13.42	14.34	15.50	17.46	18.19	19.07	19.26
	10.26											
81.93		बंगाला	Bhangala	a	--	--	--	--	--	18.27	--	--
				d	13.48	13.48	14.40	15.56 O-7	17.50	18.28	19.13	19.32
	9.47											
72.46		मुकेरियां	Mukerian	a	--	--	--	16.10	--	18.38	--	--
				d	13.54	13.54	14.46	16.12	17.56	18.40	19.19	19.38
	9.49											
62.97		उंची बस्सी	Unchi Bassi	a	--	--	--	--	--	18.51	--	--
				d	14.02	14.02	14.54	16.22	18.04	18.52 O-1	19.27	19.46 E-9
	6.05											
56.92		दसुआ	Dasua	a	--	--	--	--	--	19.00	--	--
				d	14.06	14.06	14.58	16.26	18.07	19.02	19.31	19.59
	3.13											
53.79		गरना साहिब हाल्ट	Garna Sahab Halt	a	--	--	--	--	--	19.07	--	--
				d	--	--	--	--	--	19.08	--	--
	4.14											
49.65		खुडा कुराला	Khuda Kurala	a	--	--	--	--	--	19.14	--	--
				d	14.11	14.11	15.03	16.31	18.12	19.15	19.36	20.04
	7.95											
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	--	--	--	19.24	--	--
				d	14.16	14.16	15.08	16.36	18.17	19.44	19.41	20.09
			Total ER		--	--	--	--	--	--	--	9
			Total TR		--	--	--	--	--	1	--	--
			Optg. Allowance		--	--	--	7	--	1	--	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
14692	20434	12414	14610	22402 12266	20986 14504	13152	12426	12446	14036	14606			
JAT-BJU Mour dhwaj EXP	SVDK-SFG Mail	JAT-AII Pooja EXP	SVDK-RKSH Hemkund EXP	MCTM-DEE AC / JAT-DEE Dournto EXP	MCTM-KOTA/ SVDK-KLK EXP	JAT-KOAA EXP	JAT-NDLS Rajdhani	SVDK-NDLS U.S. Karanti EXP	PTK-DEE Dhauladhar EXP	JAT-HW EXP			STN Code
5				2,4,7/ 1,3,6	4/3,6				2,4,6	7			
110	110	110	110	110	110	110	110	110	110	110			
--	--	--	--	--	--	--	--	--	--	--			PTK
--	--	--	--	--	--	--	--	--	23.40	--			
19.04	19.20	19.55	20.30	20.50	21.32	22.15	23.05	23.22	--	23.40			PTKC
19.09	19.23 O-1	20.00	20.35	20.53	21.37	22.20	23.07 O-3	23.27	23.47	23.45			
--	--	--	--	--	--	--	--	--	--	--			KNDI
19.19	19.34	20.10	20.45	21.03	21.47	22.30	23.20	23.37	23.55	23.55			
--	--	--	--	--	--	--	--	--	--	--			GILA
--	--	--	--	--	--	--	--	--	--	--			
--	--	--	--	--	--	--	--	--	--	--			MRTL
19.26	19.41	20.17	20.52	21.10	21.54	22.37	23.27	23.44	00.02	00.02			
--	--	--	--	--	--	--	--	--	--	--			BNGL
19.32	19.47	20.23	20.58 E-5	21.16	22.00	22.43 E-5	23.33	23.50	00.08 O-3	00.08			
--	19.59	--	21.10	--	--	22.55	--	--	00.18	--			MEX
19.38	20.01 E-3 T-2	20.29	21.12	21.22	22.06	22.57	23.39	23.56	00.20	00.14 O-5			
--	--	--	--	--	--	--	--	--	--	--			UCB
19.46 E-9	20.10	20.37	21.22	21.30	22.14	23.07 O-1	23.47	00.04	00.30	00.27			
--	20.15	--	21.27	--	--	23.13	--	--	00.35	--			DZA
19.59	20.17	20.41	21.43 W-22402	21.34	22.18	23.14	23.51	00.08	00.37	00.31 O-5			
--	--	--	--	--	--	--	--	--	--	--			GSB
--	--	--	--	--	--	--	--	--	--	--			
--	--	--	--	--	--	--	--	--	--	--			KZX
20.04	20.24 T-1	20.46	21.50 E-2 T-2	21.39	22.23	23.21	23.56	00.13	00.44	00.41			
--	20.31	--	22.00	--	--	--	--	--	--	--			TDO
20.09	20.33	20.51	22.02	21.44	22.28	23.26	00.01	00.18	00.49	00.46			
9	3	--	7	--	--	5	--	--	--	--	--	--	ER
--	3	--	2	--	--	--	--	--	--	--	--	--	TR
--	--	--	--	--	--	1	3	--	3	10	--	--	OA

12266 No Stoppage At PTKC.

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	12426	12446	14036	14606	14662	12332	15652 15654	15098 12588
From JUC	In Between				Name of Train	JAT-NDLS Rajdhani	SVDK-NDLS U.S. Karanti EXP	PTK-DEE Dhauladhar EXP	JAT-HW EXP	JAT-BME Malini EXP	JAT-HWH Himgiri EXP	JAT-GHY Lohit EXP	JAT-BGP/GKP Amarnath EXP
					Days			3,5,7	1		2,5,1	4/6	3/7
					Max. Speed	110	110	110	110	110	110	110	110
41.70		टांडा उरमुर	Tanda Urmar	a	--	--	--	--	--	--	--	--
				d	00.01	00.18	00.49	00.46	01.10	01.26	01.26	01.26
	6.12											
35.58		चौलांग	Cholang	a	--	--	--	--	--	--	--	--
				d	00.05	00.22	00.53	00.50	01.14	01.30	01.30	01.30
	7.08				E-5 T-11	E-15 T-3 O-1	E-6 T-6 O-5	E-6 T-11 O-3	E-11 T-5	E-6 T-6 O-8	E-6 T-6 O-8	E-6 T-6 O-8
28.50		भोगपुर सिरवाल	Bhogpur Sirwal	a	--	--	--	--	--	--	--	--
				d	00.26	00.46	01.15	01.15	01.35	01.55	01.55	01.55
			Total ER		5	15	6	6	11	6	6	6
			Total TR		11	3	6	11	5	6	6	6
			Optg. Allowance		--	1	5	3	--	8	8	8

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95 KMPH													
12208	19108	11078	22462	16032 16788	16318 19804	11450	20848	12550	74902	19028 12752	14612 15656	22478	
JAT-KGM Garibrath EXP	MCTM-BVC Janam bhoomi EXP	JAT-PUNE Jhelem EXP	SVDK-NDLS Shree Shakti EXP	SVDK-MAS/ TEN Andman/ Navyug EXP	SVDK-CAPE/ KOTA EXP	SVDK-JBP EXP	MCTM-DURG EXP	MCTM-DURG EXP	PTK-JUC DMU	JAT-BDTS/ NED EXP	SVDK-GCT EXP/SVDK-KYQ EXP	SVDK-NDLS Vande Bharat EXP	STN Code
1	2			3,6,7/5	2/1	4	5	4		1/7	4/3	EX-3	
110	110	110	110	110	110	110	110	110	95	110	110	110	
--	--	--	--	--	--	--	--	--	07.56	--	--	--	TDO
01.53	01.47	02.36	03.32	03.08	03.08	03.10	04.05	07.08	07.58	08.33	08.21	09.17	
							O-1		T-1				
--	--	--	--	--	--	--	--	--	08.04	--	--	--	CGH
01.57	01.51	02.40	03.36	03.12	03.12	03.14	04.10	07.12	08.05	08.36	08.25	09.21	
E-6 T-9 O-9	E-11 T-11 O-8	E-3 T-10 O-2	E-10 T-14	E-7 T-10 O-11	E-7 T-10 O-11	E-7 T-14 O-5	E-7 T-9 O-4	E-13 T-8 O-2	E-1 T-2 O-9	E-3 T-5	E-9 T-11	E-3 T-2	
--	--	--	--	--	--	--	--	--	08.24	--	--	--	BPRS
02.26	02.26	03.00	04.05	03.45	03.45	03.45	04.35	07.40	08.26	08.50	08.50	09.32	
										O-2			
6	11	3	10	7	7	7	7	13	1	3	9	3	ER
9	11	10	14	10	10	14	9	8	3	5	11	2	TR
9	8	2	--	11	11	5	5	2	9	2	--	--	OA

Main Line:
Total Distance: 183.440 KMS

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH

Distance in KM's		Station Name			Train No.	22706	22318	26406	54622	19224	12920	12472 / 12474	12478 / 12476	22942
From JUC	In Between		Name of Train			JAT-TPTY Humsafar EXP	JAT-SDAH EXP	SVDK-ASR VANDE BHARAT EXP	PTK-JUC PASS	JAT-ADI Somnath EXP	SVDK-INDB Malwa EXP	SVDK-BDTS Swaraj/ GIMB S.Fast EXP	SVDK-JAM Sarvodya/ HAPA S.Fast EXP	MCTM-INDB EXP
			Days			5	3	EX-2				2,3,5,6/ 4	7/1	3
			Max. Speed			110	110	110	110	110	110	110	110	110
41.70		टांडा उरमुर	Tanda Urmar	a		--	--	--	10.57	11.44	--	--	--	--
				d		08.20	09.54	10.26	10.59	11.46	13.24	14.16	14.16	15.08
	6.12									O-12				
35.58		चौलांग	Cholang	a		--	--	--	11.06	--	--	--	--	--
				d		08.24	09.58	10.30	11.07	11.52	13.28	14.20	14.20	15.12
	7.08					E-6 T-6 O-9	O-17	E-5		E-1 T-5 O-12	E-4 T-11 O-2	E-6 T-16 O-13		E-10 T-3
28.50		भोगपुर सिरवाल	Bhogpur Sirwal	a		--	--	--	11.15	12.30	--	--	--	--
				d		08.50	10.20	10.40	11.17	12.32	13.50	15.00	15.00	15.30
									O-1	O-2				
			Total ER			6	--	5	--	1	4	6	6	10
			Total TR			6	--	--		5	11	16	16	3
			Optg. Allowance			9	17	--	1	26	2	13	13	--

Maximum Permissible Speed 110KMPH MEMU- 100 KMPH DMU - 95KMPH													
12238	22440	74904	22432	12470 12356	14692	20434	12414	22402 12266	14610	20986 14504	13152		
JAT-BSB Begam pura EXP	SVDK-NDLS Vande Bhart EXP	PTK-JUC DMU	MCTM-SFG EXP	JAT-CNB/ RJPB Archna EXP	JAT-BJU Mour dhwaj EXP	SVDK-DLI Mail	JAT-All Pooja EXP	MCTM-DEE AC / JAT-DEE Dournto EXP	SVDK-RKSH Hemkund EXP	MCTM-KOTA/ SVDK-KLK EXP	JAT-KOAA EXP		STN Code
	EX-3		3,7	2,4/3,7	5			2,4,7/ 1,3,6		4/3,6			
110	110	95	110	110	110	110	110	110	110	110	110		
--	--	19.24	--	--	--	20.31	--	--	22.00	--	--		TDO
16.36	18.17	19.44	19.41	20.09	20.09	20.33	20.51	21.44	22.02	22.28	23.26		
		W-22432 E-6 O-5	E-1 T-2										
--	--	20.02	--	--	--	--	--	--	--	--	--		CGH
16.40	18.21	20.03	19.48	20.13	20.13	20.39	20.55	21.48	22.08	22.32	23.30		
E-4 T-6 O-5	O-5	O-1	E-6 O-1	E-2 T-11 O-4	E-2 T-11 O-4	E-10 T-11	E-6 T-11 O-13	E-9 T-1	T-5 O-5	E-5 T-9 O-9	E-5 T-5 O-15		
--	--	20.13	--	--	--	--	--	--	--	--	--		BPRS
17.00	18.32	20.15	20.00	20.35	20.35	21.05	21.30	22.03	22.23	23.00	00.00		
4	--	6	7	2	2	10	6	9		5	5	--	ER
6	--	--	2	11	11	11	11	1	5	9	5	--	TR
5	5	6	1	4	4	--	13	--	5	9	15	--	OA

THE BEST SAFETY DEVICE IS A CAREFUL MAN

JAT-MCTM -SVDK Section

01. Length	77.96 Kms		
02. Line	Single Line Electrified		
03. System Of Working	Absolute Block Section		
04. Type Of Signalling	MACL		
05. Standard Of Interlocking	Std. II R		
06. Total Stations	8 Block Stations-8	Halt-Nil	
07. Total Trains	JAT-MCTM	29 Pairs	
	MCTM-SVDK	20 Pairs	
08. Maximum Speed	JAT-SVDK	75 KMPH	
09. Total no. of Lxings	3	Manned	3

10. Permanent Speed Ristructions

1. JAT-BLA KM no. 1/2-7 70 KMPH curve no. 1 inadequate super elevation & transition length.

2. BLA-SGRR KM no. 13/2-9 45 KMPH on bridge no. 43 only for goods train of rolling stock CC+6T+2T & CC+8T+2T.

3. SGRR-MNWL KM no. 28/8-29/3 45 KMPH curve no. 37 inadequate super elevation & transition length.

4. MNWL-RMJK-MCTM KM no. 37/2-44/2 70 KMPH curve no. 45,46,49,51,53 & 54 inadequate super elevation & transition length.

5. MCTM-YARD KM no. 52/5-53/6 30 KMPH curve without super elevation.

6. 30 kmph for Main line while entering/leaving SVDK yard and 15 kmph for loops in SVDK yard.

7. SPEED OF 1st LOOP LINE and turn-out I different yards on Jammu tawi (EXCL)- MCTM (EXCL)- SVDK (EXCL) Section JAT- SVDK. Is 30 KMPH.

8. SGGR-MNWL 35 KMPH at Km No. 28/13-14 to 28/16-17 on Br. No. 83 Only For Goods Train Of Rolling Stock CC+8+2T.

9. SGGR-MNWL 25 KMPH at Km No. 29/11-12 to 29/16-17 on Br. No. 85 Only For Goods Train Of Rolling Stock CC+8+2T.

10. MNWL-RMJK 45 KMPH at Km No. 32/18 to 33/27-28 on Br. No. 88 Only For Goods Train Of Rolling Stock CC+8+2T.

11. MNWL-RMJK 35 KMPH at Km No. 42/4-5 to 42/9-10 on Br. No. 108 Only For Goods Train Of Rolling Stock CC+8+2T.

12. MCTM-CRWL 70 KMPH at Km No. 53/23 to 55/1 due to sharp curve no. 70, 71 & 72.

Branch Line: Total Distance: 77.96 KMS					Maximum Permissible Speed 75 KMPH								
Distance in KM's		Station Name		Train No.	14503	22461	19415	14609	12445	20433	22401	74909	16031 16787
From JAT	In Between			Name of Train	KLK-SVDK EXP	NDLS-SVDK Shree Shakti EXP	ADI-SVDK EXP	RKSH-SVDK Hemkund EXP	NDLS-SVDK U.S. Kranti EXP	SFG-SVDK Mail	DEE-MCTM AC EXP	PTK-MCTM DMU	MAS/ TEN-SVDK Andaman/ Navyug EXP
				Days	3,6		2				2,4,7		2,5,6/4
				Max. Speed	75	75	75	75	75	75	75	75	75
00.00		जम्मू तवी	Jammu Tawi	a	03.15	03.35	04.10	04.45	05.50	06.30	07.10	08.05	08.20
				d	03.25	03.43	04.20	04.55	05.55	06.35	07.20	08.10	08.30
	11.04											O-3	
11.04		बजालटा	Bajalta	a	--	--	--	--	--	06.52	--	08.28	--
				d	03.41	03.59	04.36	05.11	06.11	07.05	07.36	08.30	08.46
	10.83									X-22478		T-1	O-10
21.87		सांगर	Sangar	a	--	--	--	--	--	--	--	08.42	--
				d	03.50	04.08	04.45	05.20	06.20	07.16	07.45	08.43	09.05
	9.93									T-1		T-1 O-4	
31.80		मनवाल	Manwal	a	--	--	--	--	06.31	07.28	07.56	08.59	09.16
				d	04.00	04.18	04.55	05.30	06.42	07.38	08.04	09.00	09.32
	11.85								E-3 X-22478	X-26406	X-74906		X-12920
43.65		रामनगर जे&के	Ramnagar J&K	a	--	04.34	--	--	06.58	--	--	09.12	--
				d	04.10	04.44	05.05	05.40	07.00	07.49	08.15	09.26	09.43
	9.50					X-15656		E-3		O-4	E-2 T-5 O-7	X-12920 E-3 T-5 O-8	
53.15		शहीद कैप्टन तुषार महाजन	Martyr Captain Tushar Mahajan	a	04.21	04.56	05.16	05.54	07.13	08.04	08.40	09.45	09.54
				d	04.23	04.58	05.18	06.17	07.15	08.06			09.56
	9.30						O-13	X-22478		E-3 T-7 O-3			E-1 O-1
62.45		चक्रखवाल	Chakrakhwal	a	--	--	05.44	06.32	--	08.32			--
				d	04.35	05.10	06.10	06.50	07.27	08.57			10.12
	15.51				E-4 T-4	E-5 T-12	X-22478 E-1 T-1 O-7	X-26406 T-9	E-2 O-9	X-12920 E-4 O-2			E-1 O-19
77.96		श्री माता वैष्णो देवी कटरा	Shree Mata Vaishno Devi Katra	a	05.05	05.40	06.35	07.10	07.55	09.20			10.45
				d									
			Total ER		4	5	1	3	5	7	2	3	2
			Total TR		4	12	1	9	--	8	5	7	--
			Optg. Allowance		--	--	20	--	9	9	7	15	30

22461 At RMJK, 12445 At MNWL, 20433 At BLA, MNWL, CRWL, 22401 At MNWL For Xing Only. 16031 Group At MNWL For Xing Only.
19415 stop at CRWL for crossing only.

Maximum Permissible Speed 75 KMPH															
16317	14611	22431	19803	22439	15655	19107	12919	12471	12477	74907	12549	26405	22941	22477	
11449	20985							12473	12475		20847				
CAPE/ JBP-SVDK Himsagar EXP	GCT-SVDK/ KOTA-MCTM EXP	SFG-MCTM EXP	KOTA-SVDK EXP	NDLS-SVDK Vande Bhart EXP	KYQ-SVDK EXP	BVC-MCTM Janam Bhoomi EXP	DADN-SVDK Malwa EXP	BDTS-SVDK Swaraj/ GIMB-SVDK EXP	JAM-SVDK Sarvodya/ HAPA-SVDK EXP	PTK-MCTM DMU SPL	DURG-MCTM EXP		INDB-MCTM EXP	NDLS-SVDK Vande Bharat EXP	STN Code
1/3	6/4	3,7	7	EX-3	2	1		1,2,5,6/ 7	4/3	EX-6,7	3/4	EX-2	2	EX-3	
75	75	75	75	75	75	75	75	75	75	75	75	110	75	75	
08.20	10.20	11.20	11.45	12.59	12.55	13.40	14.30	14.50	14.50	17.05	17.43	20.32	20.35	21.56	JAT
08.30	10.30	11.30	11.55 T-1	13.01	13.05	13.50	14.35	14.55	14.55	17.10	17.50 T-1	20.34	20.40	21.58	
--	--	--	--	--	--	--	--	--	--	17.26	--	--	20.57	--	BLA
08.46 O-10	10.46	11.44	12.08	13.16	13.21 O-1	14.06	14.51	15.11	15.11	17.34 X-74910	18.06 O-6	20.49	21.31 X-12446	22.13	
--	10.56	--	--	--	--	--	--	--	--	17.45	18.22	--	--	--	SGRR
09.05	11.08 X-12472	11.53 O-2	12.18 T-3	13.25	13.31 O-1	14.15	15.00	15.20 T-1	15.20 T-1	17.46 O-2	18.44 X-26402,22402	20.58	21.42	22.22	
09.16	--	--	--	--	--	--	--	15.32	15.32	18.00	18.56	--	--	--	MNWL
09.32 X-12920	11.20 O-4	12.03 O-1	12.31 O-1	13.35	13.42	14.25	15.10	15.41 X-22440 T-1	15.41 X-22440 T-1	18.01 O-3	19.08 X-14504 T-1	21.08	21.52	22.32	
--	11.35	--	--	--	--	--	15.21	15.55	15.55	18.16	--	--	--	--	RMJK
09.43	11.48 X-26404	12.13 E-4 T-6 O-12	12.42 T-2 O-3	13.45	13.52 T-2 O-2	14.35 E-9 T-5	15.31 X-22440 E-1	16.21 X-20434 22432 T-1	16.21 X-20434 22432 T-1	18.26 X-22402 O-2	19.21 E-5 T-4	21.18	22.02 E-6	22.42	
09.54	--	12.45	12.57	--	14.07	15.00	15.45	16.35	16.35	18.40	19.40	--	22.20	22.53	MCTM
09.56 E-1 O-1	11.59		12.59 O-1	13.55	14.39 W-26403		15.47	16.37	16.37			21.28		22.55	
--	--		--	--	14.52		16.00	16.50	16.50			--		--	CRWL
10.12 E-1 O-19	12.09 E-3 T-4 O-10		13.11 E-5 T-1	14.05 O-1	15.34 X-22440,20434		16.02 T-7 O-5	17.24 X-14610 26402 E-2 T-7 O-1	17.24 X-14610 26402 E-2 T-7 O-1			21.38		23.06	
10.45	12.40		13.35 E-4 T-1 O-5	14.20	15.55		16.30	17.50	17.50			22.00		23.20	SVDK
2	3	4	4	--	--	9	1	2	2	--	5	--	6	--	ER
--	4	6	7	--	8	5	7	10	10	--	6	--	--	--	TR
30	14	15	10	1	4	--	5	1	1	7	6	--	--	--	OA

16317 Group At MNWL, 14611 & 20985 At SGRR, 12471 Group At MNWL,RMJK & CRWL, 20847 At SGRR & MNWL, 22941 At BLA FOR Xing Only.
20985/19107 MCTM Arrival 12.10/15.00 Hrs.

Branch Line:

Total Distance: 77.96 KMS

Maximum Permissible Speed 75KMPH

Distance in KM's		Station Name	Train No.		12550	15656	14612	22478	26406	74906	12920	12472 / 12474	12478 / 12476	19416	22942	22440
From JAT	In Between		Name of Train		MCTM-DURG EXP	SVDK-KYQ EXP	SVDK-GCT EXP	SVDK-NDLS Vande Bharat EXP	SVDK-ASR Vande Bharat EXP	MCTM-PTK DMU SPL	SVDK-INDB Malwa EXP	SVDK-BDTS Swaraj/ GIMB S.Fast EXP	SVDK-JAM Sarvodya/ HAPA S.Fast EXP	SVDK-ADI EXP	MCTM-INDB EXP	SVDK-NDLS Vnade Bhart EXP
			Days		4	3	4	EX-3	EX-2			2,3,5,6/ 4	7/1	2	3	EX-3
			Max. Speed		75	75	75	75	75	75	75	75	75	75	75	75
77.96		श्री माता वैष्णो देवी कटरा	Shree Mata Vaishno Devi Katra	a		--	--	--	--		--	--	--	--	--	--
				d		03.50	03.50	05.45	06.40		08.35	09.40	09.40	10.50	--	14.55
	15.51															
62.45		चक्रखवाल	Chakrakhwal	a		--	--	--	--		08.51	10.05	10.05	--	--	--
				d		04.05	04.05	05.59	06.53		08.53	10.15	10.15	11.05	--	15.09
	09.30							O-6			E-2 T-2	X-16031	X-16031			
53.15		शहीद कैप्टन तुषार महाजन	Martyr Captain Tushar Mahajan	a		04.16	--	06.16	--	--	09.10	10.27	10.27	11.16	--	--
				d	03.15	04.21	04.15	06.18	07.03	07.35	09.12	10.29	10.29	11.18	11.20	15.19
	09.50					X-14503					O-1					
43.65		रामनगर जे&के	Ramnagar J&K	a	--	04.34	--	--	--	07.47	09.26	--	--	--	--	--
				d	03.27	04.39	04.25	06.29	07.13	07.48	09.28	10.41	10.41	11.30	11.32	15.29
	11.85					X-22461										
31.80		मनवाल	Manwal	a	--	--	--	--	--	08.00	--	--	--	--	--	--
				d	03.37	04.50	04.35	06.39	07.23	08.05	09.40	10.51	10.51	11.40	11.42	15.39
	09.93									X-22401						
21.87		सांगर	Sangar	a	--	--	--	--	--	08.16	--	--	--	--	11.53	--
				d	03.47	05.00	04.45	06.49	07.33	08.17	09.50	11.01	11.01	11.50	12.02	15.49
	10.83				E-2										X-22431	
11.04		बजालटा	Bajalta	a	03.59	05.10	04.55	--	--	08.28	--	--	--	--	--	--
				d	04.08	05.18	05.04	06.58	07.42	08.50	09.59	11.10	11.10	11.59	12.13	15.58
	11.04				X-22461	X-14609	X-14609 E-2	E-5	E-1 O-5	X-74909 16031	E-6			O-1	E-1 T-1	E-5 T-2
00.00		जम्मू तवी	Jammu Tawi	a	04.25	05.35	05.35	07.10	08.03	09.05	10.20	11.25	11.25	12.15	12.30	16.10
				d	04.35	05.45	05.45	07.12	08.05	09.10	10.30	11.35	11.35	12.20	12.35	16.12
			Total ER		2	--	2	5	1	--	8	--	--	--	1	5
			Total TR		--	--	--	--	--	--	2	--	--	--	1	2
			Optg. Allowance		--	--	--	6	5	--	1	--	--	1	--	--

12550 & 15656 At BLA For Xing Only.

22942 At SGRR For Way Only.

Maximum Permissible Speed 75 KMPH													
20434	22432	74910	14610	22402	14504 20986	12446	19108	16032 16788	16318 11450	19804	22462	20848	
SVDK-SFG Mail	MCTM-SFG EXP	MCTM-PTK DMU	SVDK-RKSH Hemkund EXP	MCTM-DEE AC EXP	SVDK-KLK/ MCTM-KOTA EXP	SVDK-NDLS U.S. Karanti EXP	MCTM-BVC Janam bhoomi EXP	SVDK-MAS/ TEN Andman/ Navyug EXP	SVDK-CAPE/ JBP EXP	SVDK-KOTA EXP	SVDK-NDLS Shree Shakti EXP	MCTM-DURG EXP	STN Code
	3,7			2,4,7	3,6/4		1	2,5,6/4	1/3	7		5	
75	75	75	75	75	75	75	75	75	75	75	75	75	
--		--	--		--	--		--	--	--	--		SVDK
15.15		--	16.40		18.15	19.50		22.30	22.30	22.30	23.25		
--		--	--		--	--		22.46	22.46	22.46	--		CRWL
15.29		--	16.55		18.29	20.05		23.00	23.00	23.00	23.40		
			E-2		E-3			X-22477	X-22477	X-22477			
15.40	--	--	17.08	--	18.43	20.16	--	23.13	23.13	23.13	23.51	--	MCTM
15.48	16.05	16.40	17.10	18.10	18.45	20.18	21.50	23.15	23.15	23.15	23.53	00.10	
X-12919						E-1							
--	--	16.52	--	--	--	20.32	--	--	--	--	--	--	RMJK
16.01	16.16	16.53	17.22	18.22	18.56	20.34	22.02	23.27	23.27	23.27	00.04	00.21	
--	--	17.05	--	--	--	--	22.13	--	--	--	--	--	MNWL
16.11	16.26	17.06	17.32	18.32	19.06	20.46	22.24	23.37	23.37	23.37	00.14	00.31	
			E-1				X-22477						
--	--	17.18	17.44	--	--	20.57	--	--	--	--	--	--	SGRR
16.21	16.36	17.19	17.50	18.42	19.16	21.07	22.36	23.47	23.47	23.47	00.24	00.41	
			X-74907 T-1			X-26405							
--	--	17.30	18.03	--	--	--	--	--	--	--	--	--	BLA
16.30	16.45	17.31	18.12	18.51	19.25	21.17	22.45	23.56	23.56	23.56	00.33	00.50	
	T-2 O-3		X-20847	E-1	E-2	O-3	E-4 T-4 O-2	E-3 T-1	E-3 T-1	E-3 T-1	O-2	O-5	
16.45	17.05	17.46	18.28	19.07	19.42	21.35	23.10	00.15	00.15	00.15	00.50	01.10	JAT
16.50	17.10	17.50	18.35	19.15	19.48	21.45	23.20	00.20	00.20	00.20	01.00	01.20	
--	--	--	3	1	5	1	4	3	3	3	--	--	ER
--	2	--	1	--	--		4	1	1	1	--	--	TR
--	3	--	--	--	--	3	2	--	--	--	2	5	OA

19108 at MNWL for XING only. 14610 stop at SGRR, BLA for Xing only. 16032 group stop at CRWL for Xing only.

A MINOR OMMISSION SPELLS A MAJOR DISASTER

CHN-PTK Section

01. Length 106.89 Kms.

02. Line Single Line

03. System Of Working Absolute Block System

04. Type Of Signalling MACL

05. Standard Of Interlocking Std II R (Except GSP - Std-I R)

06. Total Stations 11 Block Station- 8
Halt -3

07. Total Trains 12 Pairs CHN-PTK

08. Maximum Speed 110 KMPH

09. Total no. of Lxings 37 Manned -37

10. Permanent Speed Ristructions

S.No.	Section	Location (KM)		Restricted Speed (KMPH)	Reason
		From	TO		
1	CHN-PTK	GSP		50	Due to provision of Std-I interlocking over the facing point.
2	DHW-SOHL	58/1	58/7	95	Due to inadequate SE & TL of curve no.8
3	DHW-SOHL	58/7	59/4	95	Due to inadequate SE & TL of curve no.9
4	GSP-DNN	82/0	82/2	50	Due to inadequate SE & TL of curve no.16
5	GSP-DNN	82/2	82/3	15	On UP facing points DNN due to negotitation turnout of sharp curve.
6	DNN-PMQ	83/0	83/2	100	Due to inadequate SE & TL of curve no.17
7	DNN-PMQ	83/3	84/3	100	Due to inadequate SE & TL of curve no.18
8	SRM-BHRL	100/1	100/8	90	Due to inadequate SE & TL of curve no.20
9	SRM-BHRL	100/8-9	101/5	90	Due to inadequate SE & TL of curve no.21
10	SRM-BHRL	102/3	103/3	85	Due to inadequate SE & TL of curve no.22
11	PTK Yard	PTK Yard		8	Speed of all trains entering PTK Yard due to being Terminus with DOCK Platforms.
12					
13					
14					

Branch Line: Maximum Permissible Speed - 110 KMPH

Total Distance: 106.89 KMS DMU - 95 KMPH

ASR-PTK Section

Distance in KM's		Station Name			Train No.	14803	54611	54613	18309 18101	14633	74671		STN. Code
From ASR	In Between				Name of Train	BGKT-JAT Exp	ASR-PTK PASS	ASR-PTK PASS	TATA/ SBP-JAT Muri Exp	ASR-PTK RAAVI Exp	ASR-PTK DMU		
			Days of ASR						1,3,4,6/ 2,5,7				
			Max. Speed			110	110	110	110	110	95		
50.34		छीना	Chhina	a	--	05.55	07.40	--	--	14.28		CHN
				d	02.45	06.09	07.41	09.50	10.37	14.30		
	7.34					X-74672	O-3	T-1 O-1	E-1 O-1	T-1 O-2		
57.68		धारीवाल	Dhariwal	a	02.51	06.18	07.52	09.58	10.45	14.40		DHW
				d	02.53	06.23	08.02	10.00	10.47	14.55		
	3.47					X-54612	X-22430			X-14634		
61.15		सोहल	Sohal	a	--	06.28	08.08	--	--	15.00		SOHL
				d	--	06.29	08.09	--	--	15.01		
	4.36											
65.51		झावर हाल्ट	Jhawar Halt	a	--	06.35	08.14	--	--	15.07		JHWR
				d	--	06.36	08.15	--	--	15.08		
	5.93											
71.44		गुरदासपुर	Gurdaspur	a	03.06	06.43	08.22	10.12	11.00	15.14		GSP
				d	03.08	06.45	08.24	10.14	11.02 E-2	15.16		
	11.07											
82.51		दीनानगर	Dinanagar	a	--	06.55	08.34	10.24	11.14	15.26		DNN
				d	03.17	06.56	08.35	10.26	11.16	15.28		
	5.06											
87.57		परमा नंद	Parma Nand	a	--	07.03	08.42	--	--	15.34		PMQ
				d	--	07.04	08.43 O-1	--	--	15.35 O-1		
	7.1											
94.67		झाकोलारी	Jakolari	a	--	07.11	08.52	--	--	15.43		JK
				d	03.26	07.18	08.53	10.37	11.27	15.44		
	4.84					X-22430 E-1				O-2		
99.51		सरना	Sarna	a	--	07.25	09.00	--	--	15.52		SRM
				d	03.30	07.26	09.01	10.41	11.31	15.53		
	4.4								E-1 O-1	O-1		
103.91		भरौली जं.	Bharoli Jn.	a	--	07.34	09.09	--	11.40	16.01		BHRL
				d	03.36	07.35	09.10	10.47	11.55 X-14804	16.02		
	2.98				T-3	E-3 T-4 O-10	E-4 T-4 O-4		O-3	E-4 T-1		
106.89		पठानकोट जं.	Pathankot Jn.	a	03.45	08.00	09.30	10.53	12.05	16.15		PTK
				d	04.10	--	--	11.18	--	--		
			Optg. Time		--	10	9	1	5	6		
			Total ER		--	4	4	--	4	4		
			Total TR		3	4	4	1	--	2		

Note-14633 STOPS AT BHRL ONLY FOR CROSSING WITH TRAIN NO-14804

Branch Line: Total Distance: 106.89 KMS					Maximum Permissible Speed - 110 KMPH DMU - 95 KMPH						ASR-PTK Section
Distance in KM's		Station Name	Train No.		74673	22429	54615	74675	19415		STN. Code
From ASR	In Between		Name of Train		VKA-PTK DMU	DLI-PTK Exp	ASR-PTK PASS	ASR-PTK DMU	ADI-SVDK Exp		
			Days of ASR			EX-4			1		
			Max. Speed		95	110	110	95	110		
50.34		छीना	Chhina	a	16.02	--	19.10	21.48	--		CHN
				d	16.11	17.10	19.12	21.49	01.00		
	7.34							T-1			
57.68		धारीवाल	Dhariwal	a	16.18	17.16	19.20	21.58	--		DHW
				d	16.20	17.18	19.22	22.00	01.05		
	3.47										
61.15		सोहल	Sohal	a	16.26	--	19.28	22.05	--		SOHL
				d	16.27	--	19.29	22.06	--		
	4.36						O-2				
65.51		झावर हाल्ट	Jhawar Halt	a	16.33	--	19.37	22.12	--		JHWR
				d	16.34	--	19.38	22.13	--		
	5.93				T-1 O-1						
71.44		गुरदासपुर	Gurdaspur	a	16.43	17.31	19.45	22.19	--		GSP
				d	16.45	17.33	19.47	22.21	01.15		
	11.07							O-1			
82.51		दीनानगर	Dinanagar	a	16.54	17.43	19.57	22.32	--		DNN
				d	16.56	17.45	19.58	22.34	01.22		
	5.06										
87.57		परमा नंद	Parma Nand	a	17.03	-	20.05	22.41	--		PMQ
				d	17.04	--	20.06	22.42	--		
	7.1										
94.67		झाकोलारी	Jakolari	a	17.12	--	20.14	22.50	--		JK
				d	17.13	17.55	20.15	22.51	01.31		
	4.84						T-1				
99.51		सरना	Sarna	a	17.20		20.23	22.58	--		SRM
				d	17.21	17.59	20.24	22.59	01.35		
	4.4						O-2				
103.91		भरौली जं.	Bharoli Jn.	a	17.28	--	20.34	23.06	--		BHRL
				d	17.41 X-54616	18.05	20.35	23.07	01.41		
	2.98				E-4 T-3 O-4	E-4 T-2	E-4 T-2		E-6 T-7		
106.89		पठानकोट जं.	Pathankot Jn.	a	18:00	18:18	20:50	23:15	02:00		PTK
				d	--	--	--	--	02:25		
			Optg. Time		5	--	4	1	--		
			Total ER		4	4	4	--	6		
			Total TR		4	2	3	1	7		

Branch Line: Total Distance: 106.89 KMS					Maximum Permissible Speed - 110 KMPH DMU - 95 KMPH							ASR-PTK Section
Distance in KM's		Station Name		Train No.	74672	54612	22430	54614	14804	74674	14634	STN. Code
From ASR	In Between			Name of Train	PTK-ASR DMU	PTK-ASR PASS	PTK-DLI Exp	PTK-ASR PASS	JAT-BGKT Exp	PTK-VKA DMU	PTK-ASR Raavi Exp	
			Days of ASR				EX-5					
			Max. Speed		95	110	110	110	110	95	110	
106.89		पठानकोट जं.	Pathankot Jn.	a	--	--	--	--	11.00	--	--	PTK
				d	04.30	05.00	07:00	08.40	11.40	12.10	13.55	
	2.98								O-15			
103.91		भरौली जं.	Bharoli Jn.	a	04.37	05.07	--	08.47	--	12.17	--	BHRL
				d	04.38	05.08	07:07	08.49	12.01	12.18	14.02	
	4.40											
99.51		सरना	Sarna	a	04.46	05.16	--	08.57	--	12.26	--	SRM
				d	04.47	05.17	07:13	09.02	12.07	12.27	14.08	
	4.84							X-54612				
94.67		झाकोलारी	Jakolari	a	04.53	05.23	--	09.08	--	12.33	--	JK
				d	04.54	05.24	07.17	09.10	12.11	12.34	14.12	
	7.10						E-2 T-2					
87.57		परमा नंद	Parma Nand	a	05.01	05.31	--	09.17	--	12.41	--	PMQ
				d	05.02	05.32	--	09.18	--	12.42	--	
											O-5	
	5.06											
82.51		दीनानगर	Dinanagar	a	05.08	5.38	07.31	09.25	--	12.49	14:27	DNN
				d	05.10	05.40	07.33	09.26	12.20	12.51	14:29	
	11.07							E-1	O-12			
71.44		गुरदासपुर	Gurdaspur	a	05.20	05.50	07:39	09.37	12.40	13.00	14:39	GSP
				d	05.22	05.52	07:41	09.39	12.42	13.02	14.41	
	5.93				O-1				O-2			
65.51		झावर हाल्ट	Jhawar Halt	a	05.30	05.59	--	09.46	--	13.09	--	JHWR
				d	05.31	06.00	--	09.47	--	13.10	--	
	4.36											
61.15		सोहल	Sohal	a	05.37	06.06	--	09.52	--	13.16	--	SOHL
				d	05.38	06.07	--	09.53	--	13.17	--	
	3.47				T-2	T-1 O-6						
57.68		धारीवाल	Dhariwal	a	05.45	06.19	07.58	09.59	12.56	13.22	14.53	DHW
				d	05.47	06.25	08.00	10.04	12.58	13.24	14.55	
	7.34				O-1	E-4 T-3 O-6	E-2 T-2 O-2	X-18101 E-2 T-4 O-2	E-10 T-6	E-4 T-2	E-4 T-1 O-5	
50.34		छीना	Chhina	a	05.56	06.46	--	10.20	--	13.38	--	CHN
				d	06.06	06.48	08.13	10.42	13.20	13.39	15.11	
					X-54611	O-2		X-14633 E-1				
			Optg. Time		2	--	2	2	29	--	10	
			Total ER		--	8	4	4	10	4	4	
			Total TR		2	9	4	4	6	2	1	

Branch Line: Total Distance: 106.89 KMS					Maximum Permissible Speed - 110 KMPH DMU - 95 KMPH							ASR-PTK Section
Distance in KM's		Station Name		Train No.	19416	18102 / 18310	54616	74676				STN. Code
From ASR	In Between			Name of Train	SVDK-ADI Exp	JAT-TATA /SBP MURI EXP	PTK-ASR PASS	PTK-ASR DMU				
				Days of ASR	2	1,3,6/ 2,4,5,7						
				Max. Speed	110	110	110	95				
106.89		पठानकोट जं.	Pathankot Jn.	a	14:20	16:32	--	--				PTK
				d	14:45	16:57	17:30	18:40				
	2.98											
103.91		भरौली जं.	Bharoli Jn.	a	--	--	17:37	18:47				BHRL
				d	14.52	17:04	17.38	18.48				
	4.40							O-1				
99.51		सरना	Sarna	a	--	17.11	17.46	18:56				SRM
				d	14.58	17.23	17.47	18:57				
	4.84					X-74673	T-1					
94.67		झाकोलारी	Jakolari	a	--	--	17.55	19:03				JK
				d	15.02	17.28	18.02	19:04				
	7.10				E-6 T-6	O-3	X-22429 O-1					
87.57		परमा नंद	Parma Nand	a	--	--	18.10	19:11				PMQ
				d	--	--	18.11	19:12				
	5.06						O-1					
82.51		दीनानगर	Dinanagar	a	15.24	17.41	18:19	19:18				DNN
				d	15.32	17.49	18:21	19:20				
	11.07				X-74671	X-22429						
71.44		गुरदासपुर	Gurdaspur	a	--	17.58	18:31	19:30				GSP
				d	15.40	18.00	18:33	19.49				
	5.93							X-54615				
65.51		झावर हाल्ट	Jhawar Halt	a	--	--	18:40	19.56				JHWR
				d	--	--	18:41	19.57				
	4.36											
61.15		सोहल	Sohal	a	--	--	18:47	20.03				SOHL
				d	--	--	18:48	20.04				
	3.47							T-1				
57.68		धारीवाल	Dhariwal	a	--	18.13	18:54	20.10				DHW
				d	15.50	18.15	18.55	20.11				
	7.34				E-7 T-3	T-4 O-4	E-2	E-4 T-2				
50.34		छीना	Chhina	a	--	--	19.05	20.25				CHN
				d	16.05	18.30	19.15	20.27				
			Optg. Time		--	7	2	1				
			Total ER		13	--	2	4				
			Total TR		9	4	1	3				

SVDK-BRML Section

01.	Length	246.830 Kms.	
02.	Line	Single Line	
03.	System Of Working	Absolute Block System	
04.	Type Of Signalling	MACL	
05.	Standard Of Interlocking	Std-II-R	
06.	Total Stations	22	Block Station- 18 Halt - 04

07. Total Trains in Summer Season:-

		Total Trains in Winter Season:-	
SGDN-BRML	UP-2, DN-2	SGDN-BRML	UP-2, DN-2
BAHL-BRML	UP-3, DN-4	BAHL-BRML	UP-2, DN-3
BAHL-BDGM	UP-3, DN-2	BAHL-BDGM	UP-3, DN-2
BDGM-BRML	UP-4, DN-3	BDGM-BRML	UP-2, DN-2

08.	Maximum Speed	QG-BRML	100 KMPH
		QG-BAHL	75 KMPH
		BAHL-SGDN	75 KMPH & 15MPH on turnout
		SGDN-SVDK	**85 KMPH & 15 KMPH on turnout**
		SGDN yard	**75 kmph for Main line while entering/leaving SGDN yard**
		REASI yard	**85 kmph for Main line while entering/leaving REASI yard.**
09.	Total no. of Lxings	6 Manned	6
10.	Permanent Speed Ristructions		

1	HME-BRML	Km. No.109/1-110/11 30 KMPH due to Non-superelevated curve and Non-transitional reverse curve on approaches.			
2	BAHL Yard/ BRML Yard	Sectional speed of 75 kmph for Main Line while entering/leaving BAHL yard and 15 kmph for Loop lines in BAHL yard. (BRML yard KM 116/3-117/21 15 Kmph due to being terminal station of BRML)			
3	SINA-BDGM	Km. No.68/512-68/684 95 KMPH due to sharp curve.			
4	BDGM Yard	Km. No.71/12-72/5 30 KMPH due to conventional washable apron design.			
5	BDGM Yard	Km. No.72/492-72/630 50 KMPH due to sharp curve.			
6	BAHL-KARI	Km. No.186/1-187/3 65 KMPH due to curvature (4.86 degree) of track and less transition length of curves as per site feasibility.			
7	REASI-DUGGA	Km. No. 95/3-95/5 80 KMPH due to super elevation constraint due to insufficient TL.			
8	DUGGA-SGDN	Km. No. 123/6-124/7		65 KMPH (coaching trains) 45KMPH (Goods)	Due to non-super elevated 2 deg. Curve no. 109(L) in Sawalkote yard constraint due to insufficient TL.
9	SVDK-REASI	Km no. (i) 78/9-80/3		60KMPH	Due to sharp curve no. 87R(3.71 degree) & less Cant due to space constraint.
		(ii) 80/9-81/3		60KMPH	Due to sharp curve no. 88L(3.59 degree) & restricted transition length.
		(iii) 81/5-82/4		75KMPH	Due to sharp curve no. 89L(4 degree) & less Cant due to space constraint.
		(iv) 82/4-83/2		60KMPH	Due to sharp curve no. 90R(4 degree) & restricted transition length.
		(v) 94/9-95/5		80KMPH	Due to sharp curve no. 97R(3.25 degree) & restricted transition length.

Branch Line: Total Distance: 63.875 KMS **UNIFORM TIME TABLE**					Maximum Permissible Speed SVDK-SGDN 85 KMPH			SVDK-SGDN Section	
Distance in KM's		Station Name			26401	26403			STN. Code
From QG	In Between				SVDK-SINA VBE	SVDK-SINA VBE			
					EX-2	EX-3			
		Max Speed			85	85			
78.034		श्री माता वैष्णो देवी कटरा	Shree Mata Vaishno Devi Katra	a d	08.10	14.55			SVDK
	18.20				O-2				
96.235		रियासी	REASI	a d	08.28 08.30	-- 15.11			REAI
	6.34								
102.579		बक्कल	BAKKAL	a d	-- 08.36	-- 15.17			BAKK
	11.41								
113.992		दुग्गा	DUGGA	a d	-- 08.45	-- 15.27			DUGA
	9.52								
123.513		सावलकोट	SAWALKOT	a d	-- 08.52	-- 15.34			SWKE
	18.40					0-4			
141/909.19		संगलदान	SANGALDAN	a d	O-5 -- 09.10	15.53 15.55			SGDN
			Total ER		--	--			
			Total TR		--	--			
			OA		7	27			

Branch Line: Total Distance: 182.875 KMS **UNIFORM TIME TABLE**					Maximum Permissible Speed QG-BRML 100 KMPH QG-SGDN 75 KMPH						BAHL-BRML-SGDN Section	
Distance in KM's		Station Name		Train No.	74627	74613	74625	74619	74623	26401	74615	STN. Code
From QG	In Between		Name of Train		BDGM-BRML DMU	BDGM-BRML DMU	BAHL-BRML DMU	SGDN-BRML DMU	BAHL-BRML DMU	SVDK-SINA VBE	BAHL-BRML DMU	
			Max. Speed		100	100	75/100	75/100	75/100	EX-2	75/100	
141/ 909.19		संगलदान	SANGALDAN	a				--				SGDN
				d				06.40		09.10		
	19.368							O-2		O-4		
161/ 278.12		सुम्बेर	SUMBER	a				07.00		09.32		SMBR
				d				07.02		09.39		
	14.073							O-2		X-26404		
175/ 351.19		खरी	KHARI	a				07.18				KARI
				d				07.20		09.50		
	14.652							O-6				
190/ 004.03		बानीहाल	Banihal	a			--	07.40	--	10.00	--	BAHL
				d			07.00	07.42	09.10	10.02	10.50	
	17.63								O-1			
		हिलर शाहबाद हाल्ट	Hillar Shahabad Halt	a			07.12	07.54	09.23	--	11.02	HRSB
				d			07.13	07.55	09.24	--	11.03	
								O-1 T-3	O-3			
0		काजीगुंड	Qazigund	a			07.18	08.03	09.32	--	11.08	QG
				d			07.19	08.05	09.34	10.18	11.09	
	10.6							E-1 O-5				
10.6		सडूरा	Sadura	a			07.29	08.20	09.44	--	11.19	SDUA
				d			07.30	08.21	09.45	10.24	11.20	
	7.7						E-1 T-1		O-1			
18.3		अनंतनाग	Anantnag	a			07.40	08.28	09.53	--	11.27	ANT
				d			07.42	08.38	09.55	10.29	11.28	
	6.08						O-7	X-26404	O-3			
24.38		बिजबिहारा	Bijbehara	a			07.56	08.44	10.05	--	11.35	BJBA
				d			07.57	08.45	10.06	10.33	11.36	
	7.22											
31.6		पंजगाम	Panzgam	a			08.04	08.52	10.13	--	11.43	PJGM
				d			08.05	08.53	10.14	10.38	11.44	
	6.5							O-2				
38.1		अवंतीपुरा	Avantipura	a			08.12	09.01	10.21	--	11.51	ATPA
				d			08.19	09.07	10.22	10.42	11.52	
	6.82						X-26404	X-74626 O-3				
44.92		रत्नीपोरा	Ratnipora	a			O-1 08.26	--	--	--	--	RPAP
				d			08.27	--	--	--	--	
	3.78						E-1	O-2				
48.7		काकपुरा	Kakapora	a			08.33	09.21	10.33	--	12.04	KAPE
				d			08.34	09.22	10.34	10.50	12.05	
	5.6							O-1		E--2		
54.3		पंपोर	Pampore	a			08.41	09.29	10.41	--	12.12	PMPE
				d			08.42	09.35	10.42	10.54	12.13	
	6.12						E-1 O-1	X-74614 E-		E--10		
60.42		श्रीनगर	Srinagar	a			08.50	09.42	10.49	11.08	12.20	SINA
				d			08.52	09.44	10.51		12.22	
	11.94						T-2	E-1 T-1 O-10	E-5 T-4 O-1		E-1	
72.36		बडगाम	Budgam	a	--	--	09.05	10.05	11.11		12.35	BDGM
				d	06.45	08.05	09.10	10.17	11.13		12.40	
	7.35						X-74614	X-64652				
79.71		नदिगाम हाल्ट	Nadigam Halt	a	--	--	09.17	--	--		--	NDAM
				d	--	--	09.18	--	--		--	
	6.46					O-6	E-1	O-10	T-2 O-5		E-3 O-3	
86.17		माजहोम	Mazhom	a	07.03	08.23	09.24	10.36	11.33		12.58	MZMA
				d	07.04	08.24	09.25	10.37	11.34		12.59	
	8.34							O-2				
94.51		पट्टन	Pattan	a	07.12	08.32	09.33	10.45	11.42		13.07	PTTN
				d	07.13	08.33	09.34	10.46	11.43		13.08	
	8.09							O-6				
102.6		हामरे	Hamre	a	07.21	08.41	09.41	10.57	11.51		13.15	HME
				d	07.22	08.42	09.42	10.58	11.52		13.16	
	7.2					E-1	O-1	O-3			T-1	
109.8		सोपोर	Sopore	a	07.29	08.50	09.50	11.06	11.59		13.24	SXZM
				d	07.30	08.51	09.51	11.07	12.00		13.25	
	7.35					E-2 T-3 O-1	E-5 T-4 O-2	E-1 O-7	E-4 T-3 O-7		E-5 T-8 O-19	
117.15		बारामुला	Baramulla	a	07.45	09.05	10.10	11.20	12.20		14.05	BRML
				d		--	--	--			--	
			Total ER		--	3	9	4	9	12	9	
			Total TR		--	3	7	4	9	--	9	
			OA		--	7	12	62	21	4	22	

Branch Line: Total Distance: 182.875 KMS **UNIFORM TIME TABLE**					Maximum Permissible Speed QG-BRML 100 KMPH QG-SGDN 75 KMPH							BAHL-BRML-SGDN Section
Distance in KM's		Station Name		Train No.	74633	74631	64651	74617	26403	74621	74629	STN. Code
From QG	In Between			Name of Train	BAHL-BDGM DMU	BDGM-BRML DMU	SGDN-BRML MEMU	BAHL-BDGM DMU	SVDK-SINA VBE	BDGM-BRML DMU	BAHL-BDGM DMU	
				Max. Speed	75/100	100	75/100	75/100	EX-3	100	75/100	
141/		संगलदान	SANGALDAN	a			---		15.48			SGDN
				d			14.00		15.55			
	19.368								X-26402			
161/				a			14.18					
278.12		सुम्बेर	SUMBER	d			14.20		16.14			SMBR
	14.073											
175/				a			14.34		--			
351.1		खरी	KHARI	d			14.36		16.28			KARI
	14.652						E-2 T-2					
190/				a	--		14.55	--	16.42		--	
004.0		बानीहाल	Banihal	d	13.25		15.05	16.20	16.44		17.00	BAHL
	17.63						X-26402					
		हिलर शाहबाद हाल्ट	Hillar Shahabad Halt	a	13.37		15.17	16.32	--		17.21	HRSB
				d	13.38		15.18	16.33	--		17.23	
							O-1	O-2				
				a	13.43		15.24	16.40	--		17.44	
0		काजीगुंड	Qazigund	d	13.44		15.25	16.41	17.01		17.45	QG
	10.6						E-2					
				a	13.54		15.36	16.51	--		17.54	
10.6		सडूरा	Sadura	d	13.55		15.37	16.52	17.08		17.55	SDUA
	7.7						O-1	O-4				
				a	14.04		15.45	17.03	--		18.07	
18.3		अनंतनाग	Anantnag	d	14.06		15.47	17.18	17.13		18.22	ANT
	6.08						T-1 O-1	X-74620 W-26403			X-74628	
				a	14.13		15.55	17.25	--		18.30	
24.38		बिजबिहारा	Bijbehara	d	14.14		15.56	17.26	17.17		18.31	BJBA
	7.22						O-1					
				a	14.21		16.04	17.33	--		18.40	
31.6		पंजगाम	Panzgam	d	14.22		16.05	17.34	17.22		18.41	PJGM
	6.5						T-1 O-1					
				a	14.29		16.13	17.41	--		18.50	
38.1		अवंतीपुरा	Avantipura	d	14.30		16.14	17.42	17.26		19.00	ATPA
	6.82							O-3			X-74622	
				a	--		16.19	17.50	--		--	
44.92		रत्नीपोरा	Ratnipora	d	--		16.20	17.51	--		--	RPAP
	3.78						E-1 T-2	T-2				
							O-2					
				a	14.46		16.30	17.59	--		19.03	
48.7		काकपुरा	Kakapora	d	14.47		16.35	18.00	17.34		19.04	KAPE
	5.6						X-74620					
				a	14.54		16.41	18.07	--		19.11	
54.3		पंपोर	Pampore	d	14.55		16.42	18.08	17.38		19.12	PMPE
	6.12							T-2	E-10 O-1			
				a	15.02		16.48	18.14	17.53		19.19	
60.42		श्रीनगर	Srinagar	d	15.07		16.50	18.16			19.21	SINA
	11.94						O-12	E-2 O-4				
				a	15.25	--	17.11	18.35		--	19.40	
72.36		बडगाम	Budgam	d	--	15.40	17.13	--		19.00	--	BDGM
	7.35											
				a		--	17.19			--		
79.71		नदिगाम हाल्ट	Nadigam Halt	d		--	17.20			--		NDAM
	6.46					O-2	T-1 O-8			O-3		
				a		15.53	17.34			19.15		
86.17		माजहोम	Mazhom	d		15.54	17.35			19.16		MZMA
	8.34						E-1 O-2					
				a		16.02	17.44			19.23		
94.51		पट्टन	Pattan	d		16.10	17.45			19.24		PTTN
	8.09					X-74632 O-4	E-2 T-1					
				a		16.22	17.55			19.31		
102.6		हामरे	Hamre	d		16.23	17.56			19.32		HME
	7.2						E-2 O-2					
				a		16.31	18.05			19.39		
109.8		सोपोर	Sopore	d		16.32	18.06			19.40		SXZM
	7.35					E-3 T-3 O-6	E-1 T-4			E-3 T-3		
				a		16.50	18.30			19.55		
117.2		बारामुला	Baramulla	d		--	--			--		BRML
			Total ER		--	3	11	2	10	3	--	
			Total TR		--	3	11	4	--	3	--	
			OA		--	12	46	13	1	3	--	

Branch Line: Total Distance: 182.875 KMS **UNIFORM TIME TABLE**					Maximum Permissible Speed QG-BRML 100 KMPH QG-SGDN 75 KMPH						BRML-BAHL-SGDN Section	
Distance in KM's		Station Name		Train No.	74626	26404	74614	64652	74618	74630	26402	STN. Code
From QG	In Between			Name of Train	BRML-BAHL DMU	SINA-SVDK VBE	BRML-BAHL DMU	BRML-SGDN MEMU	BRML-BDGM DMU	BRML-BAHL DMU	SINA-SVDK VBE	
						EX-3					EX-2	
				Max. Speed	100	100/75	100/75	100/75	100	100/75	100/75	
117.15		बारामुला	Baramulla	a			--	--	--	--		BRML
				d	07.00		07.50	09.20	10.30	11:30		
	7.35											
109.8		सोपोर	Sopore	a	07.08		07.58	09.28	10.37	11:38		SXZM
				d	07.09		07.59	09.29	10.38	11:39		
	7.2				O-6				O-9			
102.6		हामरे	Hamre	a	07.22		08.06	09.36	10.56	11:46		HME
				d	07.24		08.07	09.44	11.02	11.53		
	8.09							X-74625 O-1	X-74619 O-2	X-74623 O-2		
94.51		पट्टन	Pattan	a	07.31		08.15	09.52	11.12	12.02		PTTN
				d	07.32		08.16	09.53	11.13	12.03		
	8.34								O-5			
86.17		माजहोम	Mazhom	a	07.40		08.25	10.01	11.25	12.11		MZMA
				d	07.41		08.30	10.02	11.34	12.12		
	6.46				O-2		X-74613 O-2		X-74623			
79.71		नदिगाम हाल्ट	Nadigam Halt	a	--		08.37	--	--	--		NDAM
				d	--		08.38	--	--	--		
	7.35				E-2 T-2		T-5 O-6		E-3 O-6	E-3 T-3 O-4		
72.36		बडगाम	Budgam	a	08.00		08.56	10.15	11.55	12.35		BDGM
				d	08.02		09.06	10.17	--	--		
	11.94						X-74625 E-1					
60.42		श्रीनगर	Srinagar	a	08.13		09.17	10.28				SINA
				d	08.15	08.00	09.19	10.30			14.00	
	6.12											
54.3		पंपोर	Pampore	a	08.22	--	09.26	10.37			--	PMPE
				d	08.23	08.04	09.27	10.43			14.05	
	5.6							X-74623				
48.7		काकपुरा	Kakapora	a	08.30	--	09.32	10.50			--	KAPE
				d	08.35	08.08	09.33	10.58			14.09	
	3.78				X-74625 O-1			X-26401				
44.92		रत्नीपोरा	Ratnipora	a	08.41	--	--	--			--	RPAP
				d	08.42	--	--	--			--	
	6.82				T-2 O-2			O-3				
38.1		अवंतीपुरा	Avantipura	a	08.52	--	09.43	11.11			--	ATPA
				d	09.01	08.16	09.44	11.12			14.16	
	6.5				O-1			O-2				
31.6		पंजगाम	Panzgam	a	09.09	--	09.51	11.19			--	PJGM
				d	09.10	08.20	09.52	11.20			14.20	
	7.22						T-1 O-1					
24.38		बिजबिहारा	Bijbehara	a	09.17	--	10.00	11.27			--	BJBA
				d	09.18	08.25	10.05	11.35			14.25	
	6.08						X-74623 O-15	X-74615 O-1				
18.3		अनंतनाग	Anantnag	a	09.24	--	10.25	11.43			--	ANT
				d	09.25	08.29	10.35	11.45			14.29	
	7.7				O-5		X-26401 O-2	O-3				
10.6		सडूरा	Sadura	a	09.37	--	10.44	11.55			--	SDUA
				d	09.42	08.34	10.45	11.56			14.34	
	10.6				X-74623 O-8		O-5	O-3				
0		काजीगुंड	Qazigund	a	10.00	--	11.00	12.09			--	QG
				d	10.15	08.41	11.10	12.10			14.41	
	17.63				X-26101			O-2				
		हिलर शाहबाद हाल्ट	Hillar Shahabad Halt	a	10.20	--	11.15	12.15			--	HRSB
				d	10.21	--	11.16	12.16			--	
					O-5	E-3 T-2	O-20	E-2 T-2 O-4			O-3	
190/004.03		बानीहाल	Banihal	a	10.40	09.00	11.50	12.37			15.00	BAHL
				d		09.02	--	12.39			15.02	
	14.638					E-5		O-7			O-5	
175/351.19		खरी	KHARI	a		--		13.01			--	KARI
				d		09.22		13.03			15.22	
	14.073					T-5		O-1			E-2	
161/278.12		सुम्बेर	SUMBER	a		--		13.18			--	SMBR
				d		09.36		13.20			15.36	
	19.368							E-3 O-3			O-1	
141/909.19		संगलदान	SANGALDAN	a		--		13.45			--	SGDN
				d		09.50		--			15.55	
			Total ER		7	8	1	5	3	3	--	
			Total TR		4	7	1	2	--	3	--	
			OA		25		17	28	22	6	9	

Branch Line: Total Distance: 182.875 KMS **UNIFORM TIME TABLE**					Maximum Permissible Speed QG-BRML 100 KMPH QG-SGDN 75 KMPH						BRML-BAHL-SGDN Section	
Distance in KM's		Station Name		Train No.	74616	74620	74632	74628	74622	74624	STN. Code
From QG	In Between			Name of Train	BDGM-BAHL DMU	BRML-SGDNL DMU	BRML-BDGM DMU	BDGM-BAHL DMU	BRML-BAHL DMU	BRML-BDGM DMU	
				Max. Speed	100	100/75	100	100/75	100/75	100	
117.2		बारामुला	**Baramulla**	a		--	--		--	--	BRML
				d		14.40	15.45		17.00	18.25	
	7.35										
109.8		सोपोर	Sopore	a		14.48	15.53		17.08	18.33	SXZM
				d		14.49	15.54		17.09	18.34	
	7.2					E-1					
102.6		हामरे	Hamre	a		14.57	16.02		17.17	18.41	HME
				d		14.58	16.03		17.18	18.42	
	8.09										
94.51		पट्टन	Pattan	a		15.05	16.10		17.25	18.50	PTTN
				d		15.06	16.11		17.31	18.51	
	8.34						T-1		X-64651		
86.17		माज़होम	Mazhom	a		15.14	16.20		17.38	18.59	MZMA
				d		15.15	16.21		17.39	19.06	
	6.46						O-1			X-74621	
79.71		नदिगाम हाल्ट	Nadigam Halt	a		--	--		--	19.13	NDAM
				d		--	--		--	19.14	
	7.35					E-5 T-4	E-3 T-2 O-1		E-3	E-5 T-4	
72.36		बडगाम	Budgam	a	--	15.35	16.40	--	17.55	19.30	BDGM
				d	14.20	15.50	--	17.10	18.00		
	11.94					X-74631			X-74617		
60.42		श्रीनगर	**Srinagar**	a	14.31	16.01		17.21	18.11		SINA
				d	14.33	16.03		17.22	18.13		
	6.12					O-1		O-5			
54.3		पंपोर	Pampore	a	14.40	16.10		17.35	18.20		PMPE
				d	14.41	16.11		17.42	18.21		
	5.6					E-1		X-26403			
48.7		काकपुरा	Kakapora	a	14.48	16.18		17.48	18.28		KAPE
				d	14.49	16.26		17.56	18.30		
	3.78					X-64651 O-1		O-1	O-6		
44.92		रत्नीपोरा	Ratnipora	a	--	16.31		18.02	--		RPAP
				d	--	16.32		18.03	--		
	6.82							O-1	E-1		
38.1		अवंतीपुरा	Avantipura	a	15.02	16.38		18.09	18.48		ATPA
				d	15.03	16.39		18.10	18.49		
	6.5					O-2		O-1			
31.6		पंजगाम	Panzgam	a	15.10	16.47		18.18	18.56		PJGM
				d	15.11	16.48		18.20	18.57		
	7.22								E-1		
24.38		बिजबिहारा	Bijbehara	a	15.18	16.55		18.27	19.04		BJBA
				d	15.19	16.56		18.28	19.05		
	6.08							E-1 O-1	O-1		
18.3		अनंतनाग	Anantnag	a	15.26	17.02		18.37	19.13		ANT
				d	15.27	17.17		18.42	19.15		
	7.7				E-3 T-4	X-74617			O-4		
10.6		सदूरा	Sadura	a	15.34	17.24		18.49	19.26		SDUA
				d	15.39	17.25		18.50	19.27		
	10.6				X-64651				E-1		
0		क़ाज़ीगुंड	**Qazigund**	a	15.49	17.34		19.00	19.37		QG
				d	15.50	17.35		19.02	19.38		
	17.63							E-5			
		हिलर शाहबाद हाल्ट	Hillar Shahabad Halt	a	15.56	17.41		19.07	19.43		HRSB
				d	15.57	17.42		19.08	19.44		
								O-2	T-7		
190/004.0		बानीहाल	Banihal	a	16.10	17.55		19.30	20.05		BAHL
				d	--	17.57			--		
	14.638					E-1					
175/351.1		खरी	KHARI	a		18.12					KARI
				d		18.14					
	14.073										
161/278.1		सुम्बेर	SUMBER	a		18.28					SMBR
				d		18.30					
	19.368					E-1 T-4					
141/909.1		संगलदान	SANGALDAN	a		18.55					SGDN
				d		--					
			Total ER		--	9	3	6	6	--	
			Total TR		--	9	3	--	7	--	
			OA		--	6	2	11	11	--	

Branch Line: Total Distance: 63.875 KMS **UNIFORM TIME TABLE**				Maximum Permissible Speed SGDN-SVDK 85 KMPH					SGDN-SVDK Section
Distance in KM's		Station Name			26402	26404			STN. Code
From QG	In Between				SINA-SVDK VBE	SINA-SVDK VBE			
					EX-2	EX-3			
141/ 909.19		संगलदान	SANGALDAN	a d	-- 15.55	09:50			SGDN
	18.40					T-2			
123.513		सावलकोट	SAWALKOT	a d	-- 16.10	10.11			SWKE
	9.52				T-2	T-1			
113.992		दुग्गा	DUGGA	a d	-- 16.18	10.20			DUGA
	11.41					T-1			
102.579		बक्कल	BAKKAL	a d	-- 16.26	10.29			BAKK
	6.34				T-2				
96.235		रियासी	REASI	a d	16.36 16.38	10.34			REAI
	18.20				E-4	E-6			
78.034		श्री माता वैष्णो देवी कटरा	Shree Mata Vaishno Devi Katra	a d	16.58	10.58			SVDK
			Total ER		4	6			
			Total TR		4	4			
			OA		--				

PTK-JDNX Section

01.	Length	163.72 Kms.		
02.	Line	Single Line (NG)		
03.	System Of Working	Absolute Block System		
04.	Type Of Signalling	LQ		
05.	Standard Of Interlocking	PTK-DLSR -	STD-I R	
		NUPR-JDNX -	R-Int.	
06.	Total Stations	32	Block Stations- 16	HALT-16
07.	Total Trains	PTK-JMKR	6 Pairs	
		JMKR-BJPL	6 Pairs	
		BJPL-JDNX	2 Pairs	
08.	Maximum Speed	PTK-NUPR	40 KMPH	
		NUPR-BJPL	35 KMPH	
		BJPL -JDNX	20 KMPH	
09.	Total no. of Lxings	57	Manned	
			Cattle Xing- 7	

10. Permanent Speed Ristructions

1 - Speed of all trains restricted to 15 KMPH over Non-Interlocked facing points at stations from NUPR-JDNX.

2 - Speed of train entering PTK is restricted to 8 KMPH being terminus station.

3 - While aproaching the station detailed below drivers must reduce speed to 15 KMPH from The yellow speed boards, situated 400 meters out side the Home Signals, due to down gradent on the approaches. UP Trains GULR-JMKR. DN Trains NUPR-TLRA, JWLS-NGRS-GULR, KPLR-NGRT.

4 - During the monsoon and rainy season, the night running of trains between NUPR, TLRA and JWLS-JDNX is only allowed provided rules for patroling trains are observed.

5 - All engines running at night must be fitted with search light in proper working order.

6 - Speed restricted to stop dead of 5 Meters for cooling and adjusting brakes at
(i) K.M. 157/3-9 between AHJ-JDNX (UP Direction)
(ii) K.M 141/7-8 between AHJ-BJPL (DN Direction)

7 - 8 KMPH from the speed board while aproaching and entering PTK due to DN grades on the aproaches.

8 - When two engines are utilised to work a train they must be attached together between PTK-BJPL and one in front and one in rear between BJPL-JDNX.

9 - DLSR-NUPR 11/4-12/1 20 KMPH due to protection work of Bridge No.32 damaged.

Branch Line: Total Distance: 163.72 KMS				Maximum Permissible Speed -PTK-NUPR -40 KMPH NUPR-BJPL -35KMPH BJPL-JDNX-20 KMPH						PTK-JDNX			
Distance in KM's		Station Name		Train No.	52465	52475	52473	52467	52469	52461	*52465	52467	STN. Code
From PTK	In Between			Name of Train	PTK-BJPL PASS	PTK-BJPL EXP	PTK-JDNX PASS	PTK-BJPL PASS	PTK-BJPL PASS	PTK-JMKR PASS	NUPR-BJPL PASS	NUPR-BJPL PASS	
				Max. Speed	40/35	40/35	40/35	40/35	40/35	40/35	40/35	40/35	
0.00		पठानकोट जं.	Pathankot Jn.	a	--	--	--	--	--	--			PTK
				d	05:00	08:20	10:05	12:35	15:10	17:00			
	10												
10.00		डलहौजी रोड	Dalhousi Road	a	05:19	--	10:24	12:54	15:29	17:19			DLSR
				d	05:21	08:38	10:26	12:56	15:31	17:21			
	3.10												
13.10		कंडवाल हाल्ट	Kandwal Halt	a	05:28	--	10:33	13:03	15:38	17:28			KAWL
				d	05:29	--	10:34	13:04	15:39	17:29			
	6.82												
19.92		नूरपुर रोड	Nurpur Road	a	05:43	--	10:48	13:18	15:53	17:43	--	--	NUPR
				d	05:45	05:54	11:00	13:20	15:55	17:45	06:00	14:30	
	9.54						X-52464						
29.46		तलाडा	Talara	a	06:05	--	11:20	13:40	16.15	18:05	06:20	14:50	TLRA
				d	06:07	09:09	11:22	13:52	16.17	18:07	06:22	14:52	
	4.11							X-52466	T2				
33.57		बल्ले दा पीर लारथ हाल्ट	Balle Da Pir Larth Halt	a	06:17	--	11:32	14:02	16:29	18:17	06:32	15:02	BLDL
				d	06:18	--	11:33	14:03	16:30	18:18	06:33	15:03	
	5.76												
39.33		भरमार	Bharmar	a	06:31	--	11:46	14:16	16:43	18:31	06:46	15:16	BRMR
				d	06:32	--	11:47	14:17	16:44	18:32	06:47	15:17	
	6.20												
45.53		ज्वालावाला शहर	Jawanwala Shahr	a	06:46	09:41	12:02	14:31	16:58	18:46	07:01	15:31	JWLS
				d	07:00	09:43	12:04	14:33	17:00	18:56	07:03	15:33	
	7.57				X-52462		E-5 T-4			X-52474			
53.10		हरसर डेहरी	Harsar Dehri	a	07:17	--	12:30	14:50	17:17	19:17	07:20	15:45	HRDR
				d	07:19	09:58	12:45	15:00	17:19	19:30	07:22	15:47	
	5.98						X-52466	X-52472		X-52476			
59.08		मेघराजपुरा हाल्ट	Meghrajpura Halt	a	07:32	--	12:58	15:13	17:32	19:43	07:35	16:00	MGRP
				d	07:33	--	12:59	15:14	17:33	19:44	07:36	16:01	
	2.99								E-4				
62.07		नगरोटा सुरिया	Nagrota Suriya	a	07:42	10:16	13:08	15:23	17:46	19:53	07:47	16:08	NGRS
				d	07:44	10:18	13:10	15.25	18:16	19:55	07:49	16:10	
	3.63								X-52474				
65.70		बारियल हिमाचल हाल्ट	Barial Himachal Halt	a	07:53	--	13:19	15:34	18:25	20:04	07:58	16:19	BRHL
				d	07:54	--	13:20	15:35	18:26	20:05	07:59	16:20	
	2.16												
67.86		नंदपुर भटौली	Nandpur Bhatauli	a	08:00	--	13:26	15:41	18:32	20:11	08:05	16:26	NDBT
				d	08:01	--	13:27	15:42	18:33	20:12	08:06	16:27	
	4.75						E-3 T-4						
72.61		गुलेर	Guler	a	08:12	10:41	13:45	15:53	18:45	20:23	08:17	16:38	GULR
				d	08:14	10:43	14:04	15:55	18:47	20:25	08:19	16:40	
	3.78												
76.39		लुंसु हाल्ट	Lunsu Halt	a	08:24	--	14:14	16:05	18:57	20:35	08:29	16:50	LNS
				d	08:25	--	14:15	16:06	18:58	20:36	08:30	16:51	
	3.65												
80.06		त्रिपाल हाल्ट	Tripal Halt	a	08:34	--	14:24	16:17	19:09	20:47	08:40	17:00	TRPL
				d	08:35	--	14:25	16:18	19:10	20:48	08:41	17:01	
	2.92					T-4				E-6 T-17			
82.96		ज्वालामुखी रोड.	Jwalamukhi Road	a	08:43	11:03	14:37	16:27	19:19	21:20	08:50	17:10	JMKR
				d	08:45	11:13	14:39	16.29	19.21	--	08:52	17:12	
			Total ER		--	--	8	--	4	6	--	--	--
			Total TR		--	4	8	--	2	17	--	--	--
			Optg. Allowance		--	--	--	--	--	--	--	--	--

*52465 & *52467 are running between NUPR-BJPL on temoprary basis.

Branch Line: Maximum Permissible Speed -PTK-NUPR -40 KMPH
Total Distance: 163.72 KMS NUPR-BJPL -35KMPH JMKR-JDNX
BJPL-JDNX-20 KMPH

Distance in KM's		Station Name			Train No.	52471	52465	52475	52473	52467	52469	*52465	*52467	*52469	*52473	STN. Code
From PTK	In Between				Name of Train	JMKR-JDNX PASS	PTK-BJPL PASS	PTK-BJPL EXP	PTK-JDNX PASS	PTK-BJPL PASS	PTK-BJPL PASS	NUPR-BJPL PASS	NUPR-BJPL PASS	BJPL-JDNX PASS	BJPL-JDNX PASS	
					Max. Speed	35/20	35	35	35/20	35	35	35	35	20	20	
82.96		ज्वालामुखी रोड.	Jwalamukhi Road	a	--	08:43	11:03	14:37	16:27	19:19	08:50	17:10			JMKR
				d	05:00	08:45	11:13 ^- 52466	14:39	16:29	19:21	08:52	17:12			
	7.06														
90.02		कोपर लहर	Kopar Lahar	a	05:16	09:01	--	14:55	16:45	19:37	09:12	17:34			KPLR
				d	05:18	09:03	11:28	14:57	16:58	19:39	09:14	17:44			
	4.52								X-52474			X-52474			
94.54		कांगड़ा	Kangra	a	05:35	09:14	11:39	15:08	17:35	19:55	09:28	17:58			KGRA
				d	05:37	09:16	11:41	15:10	17:53	19:57	09:30	18:00			
	3.36								X-52476						
97.90		कांगड़ा मंदिर	Kangra Mandir	a	05:46	09:25	--	15:19	18:02	20:06	09:37	18:07			KGMR
				d	05:47	09:26	--	15:20	18:03	20:07	09:38	18:08			
	5.51														
103.41		समलोटी	Samloti	a	06:00	09:39	--	15:33	18:16	--	09:50	18:20			SMLT
				d	06:01	09:40	--	15:34	18:17	--	09:51	18:21			
	5.48								O-20						
108.89		नगरोटा	Nagrota	a	06:14	09:53	12:12	15:47	18:50	20:31	10:04	18:36			NGRT
				d	06:26	09:55	12:14	15:49	19:10	20:33	10:06	18:38			
	3.63				X-52464	T-4			X-52470						
112.52		चमुंडा मार्ग हाल्ट	Chamunda Marg Halt	a	06:35	10:08	--	15:58	19:19	--	10:15	18:45			CMMG
				d	06:36	10:09	--	15:59	19:20	--	10:16	18:46			
	6.82														
119.34		परोर हाल्ट	Paror Halt	a	06:51	10:14	--	16:06	19:35	20:55	10:30	19:00			PRAR
				d	06:52	10:15	--	16:07	19:36	20:56	10:31	19:01			
	2.44														
121.78		सुलह हिमाचल प्रदेश	Sulah Himachal Pradesh	a	06:59	10:32	--	16:14	19:43	--	10:40	19:10			SLHP
				d	07:00	10:33	--	16:15	19:44	--	10:41	19:11			
	5.72						T2	E3							
127.50		पालमपुर हिमाचल हाल्ट	Palampur Himachal Halt	a	07:13	10:46	12:48	16:31	19:58	21:16	10:54	19:25			PLMX
				d	07:15	10:48	12:50	16:45	20:00	21:18	10:56	19:27			
	3.95							X-52476							
131.45		पट्टी राजपुरा हाल्ट	Patti Rajpura Halt		07:26	10:58	--	16:55	20:10	--	11:05	19:37			PTRJ
					07:27	10:59	--	16:56	20:11	--	11:06	19:38			
	2.17														
133.62		पंच रुखी	Panch Rukhi	a	07:33	11:05	--	17:02	20:17	21:32	11:12	19:44			PHRH
				d	07:34	11:06	--	17:03	20:18	21:33	11:13	19:45			
	4.62														
138.24		मझेहरा हिमाचल हाल्ट	Majheheran Himachal Hal.	a	07:45	11:17	--	17:14	20:19	--	11:23	19:55			MNHL
				d	07:46	11:18	--	17:15	20:20	--	11:24	19:56			
	3.64				E-6 T-10	E-9 T-9	E-5 T-5	E-3 T-3	E-3 T-3	E-3 T-5					
141.88		बैजनाथ पपरोला	Baijnath Paprola	a	08:10	11:45	13:35	17:30	20:45	22:00	12:00	20:20	--	--	BJPL
				d	08:45			18:05	--				13:00	8:00	
	10.6														
152.46		अहजु	Ahju	a	09:26			18:46					13:45	8:46	AHJ
				d	09:28			18:48					13:47	8:48	
	11.26				E2T6			E2T6					E2T6	E2T6	
163.72		जोगिंद्र नगर	Joginder Nagar	a	10:40			19:40					14:35	9:35	JDNX
				d	--								--	--	
			Total ER		8	6	9	8	9	3	--	--	--	--	--
			Total TR		20	7	21	20	9	6	--	--	--	--	--
			Optg. Allowance		--	--	--	--	23	8	--	--	--	--	--

*52465 & *52467 are running between NUPR-BJPL on temoprary basis.

*52469 & *52473 are running between BJPL-JDNX on temoprary basis.

Branch Line: Total Distance: 163.72 KMS					Maximum Permissible Speed -PTK-NUPR -40 KMPH NUPR-BJPL -35KMPH BJPL-JDNX-20 KMPH						JDNX-JMKR				
Distance in KM's		Station Name		Train No.	52464	52466	52472	52474	52476	52470	*52466	*52474	*52470	*52472	STN. Code
From PTK	In Between		Name of Train		BJPL-PTK PASS	BJPL-PTK PASS	JDNX-PTK PASS	JDNX-PTK PASS	BJPL-PTK EXP	BJPL-JMKR PASS	**BJPL-NUPR PASS**	**BJPL-NUPR PASS**	**JDNX-BJPL PASS**	**JDNX-BJPL PASS**	
			Max. Speed		35	35	20/35	20/35	35	35	**35/40**	**35/40**	**20**	**20**	
163.72		जोगिंद्र नगर	Joginder Nagar	a			--	--					--	--	JDNX
				d			07:05	11:50					**15:30**	**10:30**	
	11.26														
152.46		अहजु	Ahju	a			07:45	12:30					**16:13**	**11:10**	AHJ
				d			07:47	12:32					**16:15**	**11:12**	
	10.58						E-2 T-4	E-2 T-4					**E-2 T-4**	**E-2 T-4**	
141.88		बैजनाथ पपरोला	Baijnath Paprola	a	-	--	08:35	13:20	--	--	--	--	**17:05**	**12:00**	BJPL
				d	05:00	08:15	09:50	14:00	16:10	17:35	**06:00**	**15:00**	**--**	**--**	
	3.64														
138.24		मझेहरा हिमाचल हाल्ट	Majheheran Himachal Hal.	a	--	08:24	09:59	14:09	--	17:44	**06:09**	**15:09**			MNH
				d	--	08:25	10:00	14:10	--	17:45	**06:10**	**15:10**			
	4.62														
133.62		पंच रुखी	Panch Rukhi	a	05:18	08:36	10:11	14:21	--	17:56	**06:21**	**15:20**			PHRH
				d	05:19	08:37	10:12	14:22	--	17:57	**06:22**	**15:21**			
	2.17														
131.45		पट्टी राजपुरा हाल्ट	Patti Rajpura Halt	a	--	08:43	10:18	14:28	--	18:03	**06:29**	**15:28**			PTRJ
				d	--	08:44	10:19	14:29	--	18:04	**06:30**	**15:29**			
	3.95						T-5								
127.50		पालमपुर हिमाचल हाल्ट	**Palampur Himachal Halt**	a	05:34	08:55	10:35	14:40	16:38	18:15	**06:39**	**15:38**			PLMX
				d	05:36	08:57	10:53	14:42	16:40	18:17	**06:41**	**15:40**			
	5.72						X-52465								
121.78		सुलह हिमाचल प्रदेश	**Sulah Himachal Pradesh**	a	--	09:10	11:06	14:55	--	18:30	**06:55**	**15:53**			SLHP
				d	--	09:11	11:07	14:56	--	18:31	**06:56**	**15:54**			
	2.44														
119.34		परोर हाल्ट	Paror Halt	a	05:54	09:18	11:22	15:03	--	18:38	**07:03**	**16:02**			PRAR
				d	05:55	09:19	11:23	15:04	--	18:39	**07:04**	**16:03**			
	6.82														
112.52		चमुंडा मार्ग हाल्ट	Chamunda Marg Halt	a	06:10	09:34	11:32	15:19	--	18:54	**07:20**	**16:18**			CMMG
				d	06:11	09:35	11:33	15:20	--	18:55	**07:21**	**16:19**			
	3.63						E-3 T-4	E-3 T-3							
108.89		नगरोटा	Nagrota	a	06:20	09:44	11:53	15:35	17:15	19:04	**07:30**	**16:28**			NGRT
				d	06:22	10:00	12:18	15:54	17:17	19:06	**07:32**	**16:30**			
	5.48						X-52465	X-52475	X-52473						
103.41		समपलोटी	Samploti	a	06:35	10:13	12:31	16:07	--	19:19	**07:45**	**16:42**			SMLT
				d	06:36	10:14	12:32	16:08	--	19:20	**07:46**	**16:43**			
	5.51														
97.90		कांगड़ा मंदिर	Kangra Mandir	a	06:49	10:27	12:45	16:21	--	19:33	**07:58**	**16:55**			KGMR
				d	06:50	10:28	12:46	16:22	--	19:34	**07:59**	**16:56**			
	3.36				E-2					T-4					
94.54		कांगड़ा	Kangra	a	07:02	10:37	12:55	16:31	17:46	19.47	**08:11**	**17:10**			KGRA
				d	07:04	10:39	12:57	16:33	17:48	20:00	**08:13**	**17:12**			
	4.52							T-5		X-52469					
90.02		कोपर लहर	Kopar Lahar		07:15	10:50	13:09	16:50	--	20:13	**08:24**	**17:35**			KPLR
					07:17	10:52	13:11	16:52	17:57	20:15	**08:26**	**17:37**			
	7.06					T-2				E-5 T-4					
82.96		ज्वालामुखी रोड.	Jwalamukhi Road	a	07:31	11:08	13:27	17:08	18:15	20:50	**08:45**	**17:54**			JMKR
				d	07:33	11:10	13:29	17:10	18:17	--	**08:57**	**17:56**			
											X-52465				
			Total ER		2	--	5	5	--	5	--	--	--	--	--
			Total TR		--	2	13	12	--	8	--	--	--	--	--
			Optg. Allowance		--	--	--	--	--	--	--	--	--	--	--

*52466 & *52474 are running between BJPL-NUPR on temoprary basis.

*52470 & *52472 are running between JDNX-BJPL on temoprary basis.

Branch Line: Maximum Permissible Speed -PTK-NUPR -40 KMPH
Total Distance: 163.72 KMS NUPR-BJPL -35KMPH JMKR-PTK
BJPL-JDNX-20 KMPH

Distance in KM's		Station Name			Train No.	52462	52464	52466	52472	52474	52476	*52466	*52474	STN. Code
From PTK	In Between		Name of Train			JMKR-PTK PASS	BJPL-PTK PASS	BJPL-PTK PASS	JDNX-PTK PASS	JDNX-PTK PASS	BJPL-PTK EXP	**BJPL-NUPR PASS**	**BJPL-NUPR PASS**	
			Max. Speed			35/ 40	35/ 40	35/ 40	35/ 40	35/ 40	35/ 40	**35/ 40**	**35/40**	
82.96		ज्वालामुखी रोड.	Jwalamukhi Road	a	--	07:31	11:08	13:27	17:08	18:15	**08:45**	**17:54**	JMKR
				d	05:05	07:33	11:10	13:29	17:10	18:17	**08:57**	**17:56**	
	2.90						T-2				**X-52465**		
80.06		त्रिपाल हाल्ट	Tripal Halt	a	05:13	07:41	11:20	13:38	17:18	-	**09:05**	**18:04**	TRPL
				d	05:14	07:42	11:21	13:39	17:19	-	**09:06**	**18:05**	
	3.67												
76.39		लुंसु हाल्ट	Lunsu Halt	a	05:23	07:51	11:30	13:48	17:28	-	**09:15**	**18:15**	LNS
				d	05:24	07:52	11:31	13:49	17:29	-	**09:16**	**18:16**	
	3.78				T-1	T-3							
72.61		गुलेर	Guler	a	05:35	08:05	11:42	13:59	17:39	18:38	**09:26**	**18:35**	GULR
				d	05:37	08:20	11:44	14:01	17:41	18:40	**09:28**	**18:37**	
	4.75					X-52465							
67.86		नंदपुर भटौली	Nandpur Bhatauli	a	05:48	08:31	11:55	14:12	17:52	-	**09:39**	**18:48**	NDBT
				d	05:49	08:32	11:56	14:13	17:53	-	**09:40**	**18:49**	
	2.16												
65.70		बरियल हिमाचल हाल्ट	Barial Himachal Halt	a	05:55	08:38	12:02	14:19	17:59	-	**09:47**	**18:55**	BRHL
				d	05:56	08:39	12:03	14:20	18:00	-	**09:48**	**18:56**	
	3.63												
62.07		नगरोटा सुरिया	Nagrota Suriya	a	06:05	08:48	12:12	14:29	18:09	19.02	**09:57**	**19:05**	NGRS
				d	06:07	08:50	12:14	14:31	18:11	19.04	**09:59**	**19:07**	
	2.99												
59.08		मेघराजपुरा हाल्ट	Meghrajpura Halt	a	06:15	08:59	12:23	14:40	18:20	-	**10:08**	**19:16**	MGRP
				d	06:16	09:00	12:24	14:41	18:21	-	**10:09**	**19:17**	
	5.98							T-1					
53.10		हरसर डेहरी	Harsar Dehri	a	06:29	09:14	12:38	14:55	18:34	--	**10:24**	**19:30**	HRDR
				d	06:31	09:16	12:40	14:57	18:36	19.22	**10:26**	**19:31**	
	7.57				E-3 T-2	T-3		E-3 T-3					
45.53		ज्वालावाला शहर	Jawanwala Shahr	a	06:53	10:35	12:57	15:21	18:53	19.35	**10:44**	**19:43**	JWLS
				d	06:55	10:48	12:59	15:23	18:55	19.37	**10:46**	**19:45**	
	6.2					X-52475							
39.33		भरमार	Bharmar	a	07:09	10:02	13:13	15:37	19:07	-	**11:00**	**19:55**	BRMR
				d	07:10	10:03	13:14	15:38	19:08	-	**11:01**	**19:56**	
	5.76												
33.57		बल्ले दा पीर लारथ हाल्ट	Balle Da Pir Larth Halt	a	07:23	10:16	13:27	15:51	19:20	-	**11:15**	**20:09**	BLDL
				d	07:24	10:17	13:28	15:52	19:21	-	**11:16**	**20:10**	
	4.11				T-1		E-4 T-3	E-3 T-2					
29.46		तलाडा	Talara	a	07:35	10:27	13:45	16:07	19:30	-	**11:26**	**20:20**	TLRA
				d	07:37	10:29	13:47	16:22	19:31	20:00	**11:28**	**20:22**	
	9.54					O-7		X-52469					
19.92		नूरपुर रोड	Nurpur Road	a	07:57	10:54	14:07	16:42	19:49	--	**12:00**	**21:10**	NUPR
				d	07:59	10:56	14:09	16:44	19:50	20:18	**--**	**--**	
	6.82												
13.10		कंडवाल हाल्ट	Kandwal Halt	a	08:13	11:10	14:23	16:58	-	-			KAWL
				d	08:14	11:11	14:24	16:59	-	-			
	3.10				O-9			O-5					
10.00		डलहौजी रोड	Dalhousi Road	a	08:30	11:18	14:31	17:12	20:09	--			DLSR
				d	08:45	11:19	14:33	17:26	20:10	20:40			
	10.00				X-52475 E-3 T-3	E-7 T-5	E-5 T-3	E-3 T-2	E-5 T-2	E-3			
0.00		पठानकोट जं.	Pathankot Jn.	a	09:10	11:50	15:00	17:50	20.35	21:00			PTK
				d									
			Total ER		6	7	9	9	5	3	--	--	--
			Total TR		7	11	8	8	2	--	--	--	--
			Optg. Allowance		9	7	--	5	--	--	--	--	--

*52466 & *52474 are running between BJPL-NUPR on temoprary basis.

Cancellation/Partial cancellation /reduction in frequency of trains due to foggy weather, 2027 i.e. from 1st January 2027 to 28 February 2027.

(i) The List of fully cancelled Mail/Exp. Trains during foggy weather, 2027 i.e. from 1st January 2027 to 28 February 2027.

Sr. No.	Owning Rly.	Train No.	From	To	Frequency
1	NR	14504	SVDK	Kalka	Bi- Weekly
2	NR	14503	Kalka	SVDK	Bi- Weekly
3	NR	14605	Rishikesh	Jammu Tavi	Weekly
4	NR	14606	Jammu Tavi	Rishikesh	Weekly
5	NR	12208	Jammu	Kathgodam	Weekly
6	NR	12207	Kathgodam	Jammu	Weekly

(ii) The List of fully cancelled Mail/Exp. Trains during foggy weather, 2026 i.e. from 1st December 2026 to 28th February 2027.

Sr. No.	Owning Rly.	Train No.	From	To	Frequency
1	NR	14504	SVDK	Kalka	Bi- Weekly
2	NR	14503	Kalka	SVDK	Bi- Weekly
3	NR	14605	Rishikesh	Jammu Tavi	Weekly
4	NR	14606	Jammu Tavi	Rishikesh	Weekly

NOTES

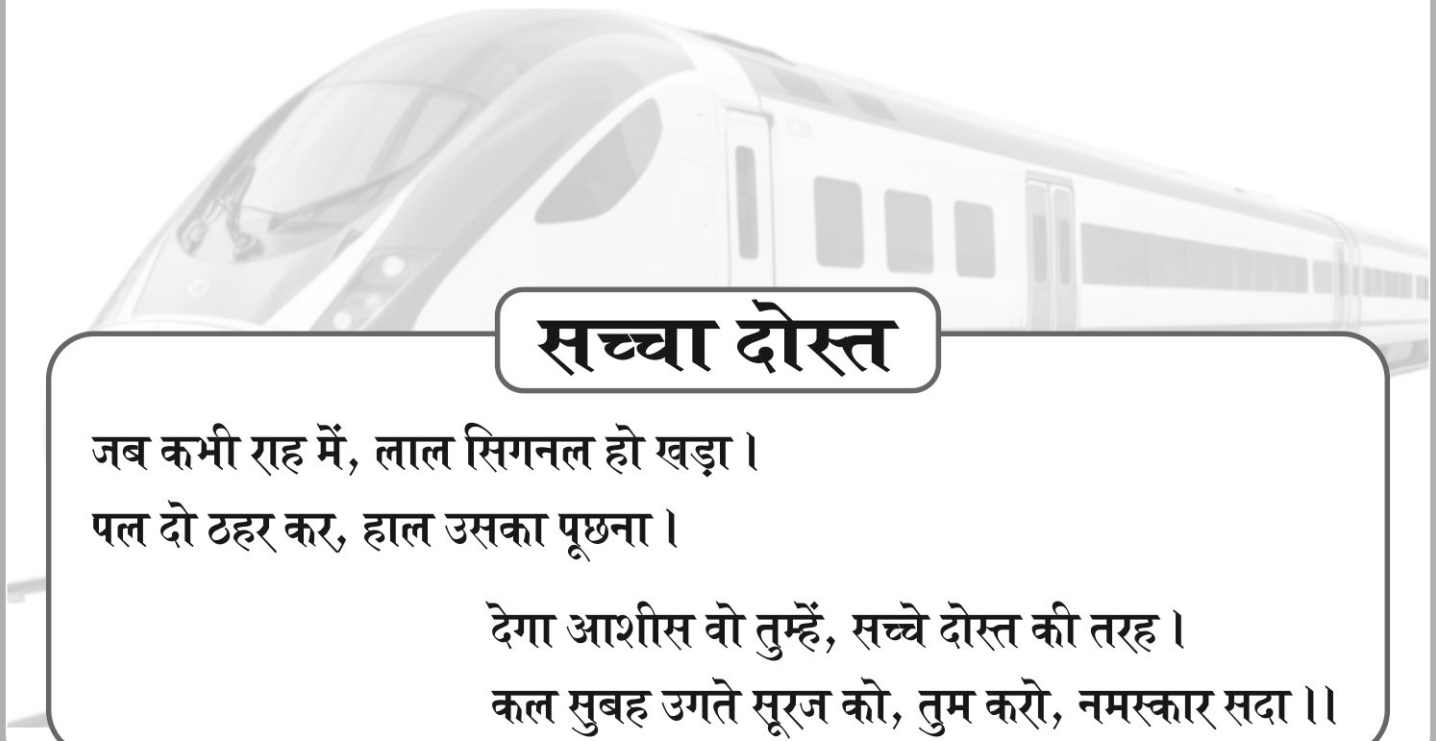
NOTES

NOTES

NOTES

संरक्षा संदेश

- हमारा उद्देश्य :- सुरक्षा, संरक्षा एवं समय पालन ।
- स्टेशन मास्टर :- क्या आप स्टेशन संचालन नियमों का पूरी तरह से पालन कर रहे हैं ? ध्यान रखें ।
- प्राइवेट नम्बर नियम के अनुसार चाहिए - पहले नहीं ।
- ड्राइवर सावधान, अनधिकृत व्यक्तियों को कैब में यात्रा न करने दें।
- ड्राइवर / सहायक ड्राइवर सिगनलों एवं संकेतों को आपस में दोहरायें। यह नियम है, मर्जी नहीं ।
- निर्धारित गति के अन्तर्गत गाड़ी को चलायें।
- गेट आने से पूर्व सीटी को लगातार बजाएं और गाड़ी रोकने के लिए होशियार रहें।
- गुजरती हुई गाड़ी एवं स्टेशन से आल राइट सिगनल का आदान-प्रदान अवश्य करें।
- दृश्यता बोर्ड से अन्तिम रोक सिगनल तक सिगनलों को लगातार देखते रहें।



सच्चा दोस्त

जब कभी राह में, लाल सिगनल हो खड़ा ।
पल दो ठहर कर, हाल उसका पूछना ।

देगा आशीस वो तुम्हें, सच्चे दोस्त की तरह ।
कल सुबह उगते सूरज को, तुम करो, नमस्कार सदा ।।

शिष्टाचार को जीवन का लक्ष्य बनायें

पिछले कुछ वर्षो में उच्च आकांक्षाओं की एक शान्त सी क्रांन्ति चली है और आज हमारे यात्रीगण हमसे उच्च गुणवत्ता वाली सेवा की मांग करते हैं। हमें सुनिश्चित करना है कि हमारी सेवायें सुरक्षित, विश्वसनीय और समयबद्ध हों। हमें यात्रियों और रेलों के बीच कार्यकलाप की प्रकृति और गुणवत्ता को पूर्णतः बदलना होगा। बदलाव की यह प्रक्रिया साधारणतया व्यवहार में परिवर्तन के द्वारा लायी जा सकती है। आइये, हम इसे अपना प्रथम संकल्प बनायें। वस्तुतः हमें अपने यात्रियों के प्रति मृदु-व्यवहार रखते हुये, उन्हें निर्बाध रूप से सही व पूरी जानकारी उपलब्ध करानी चाहिये तथा जहां तक सम्भव हो सके उनकी मदद के लिये सदैव प्रयत्नशील रहना चाहिए ।

साधारण नियम 2.10 निम्न प्रकार है :

2.10 रेल सेवकों के आचरण :-

- प्रत्येक रेल सेवक ड्यूटी के समय बिल्ला व वर्दी, यदि निर्धारित की गई है, पहनेगा और देखने में साफ सुथरा रहेगा।
- चुस्त, सभ्य और शिष्ट रहेगा।
- अवैध पारितोषिक न तो मांगेगा और न स्वीकार करेगा।
- जनता को हर प्रकार की उचित सहायता देगा और सही जानकारी देने में पूरी सावधानी बरतेगा।
- पूछे जाने पर, बेहिचक अपना नाम और पदनाम बतायेगा।

Published by Chief Passenger Transportation Manager, Northern Railway, Baroda House and
Printed by Shri Gyan Sagar Publications, 1430/36, Street No-4, Indira Nagar-1, Meerut City-250002