

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
रेलवे बोर्ड RAILWAY BOARD

संख्या 2009/एम एल/466/5(801)  
No. 2009/M(L)/466/5(801)

नई दिल्ली, दिनांक 01.7.2015

मुख्य यॉत्रिक अभियंता,  
सभी भारतीय रेलें।

Chief Mechanical Engineers,  
All Indian Railways.

विषय जुलाई 2015 माह की डीजल इंजनो की उपलब्धता लक्ष्य विवरणिका।  
Sub Diesel loco availability targets for July 2015.

बडी लाइन एवं छोटी लाइन के लिए माह जुलाई 2015 की डीजल इंजनो की उपलब्धता लक्ष्य विवरणिका आपके सूचनार्थ एवं आवश्यक कार्यवाही हेतु संलग्न है।

Please find enclosed the Diesel loco availability targets for BG and MG services for July 2015 as per sheets enclosed.

संलग्न यथोक्त।  
DA: As above.



(आलोक कुमार मिश्रा)  
निदेशक यॉत्रिक अभियंता (कर्षण)  
रेलवे बोर्ड

Copy to: COMs, All Indian Railways.  
AM(Traffic), Railway Board.  
Adv.TT(M), Railway Board.  
DTT(G), Railway Board.

Availability Target for July 2015 (BG)

| Rly | SHED  | Total Loco Holding | Locos Temp. Deleted | Locos in inferior service | Effective Loco Holding | Locos ineff. rep. | Locos net available | Locos on M/E Link | Locos available for Goods | Locos ineff. minor rep. | Availability Target |        |        | Total Goods |
|-----|-------|--------------------|---------------------|---------------------------|------------------------|-------------------|---------------------|-------------------|---------------------------|-------------------------|---------------------|--------|--------|-------------|
|     |       |                    |                     |                           |                        |                   |                     |                   |                           |                         | ALCO                | HHP    | Total  |             |
| CR  | PA    | 198                | 3                   | 17                        | 178                    | 13.9              | 164.1               | 84                | 80.1                      | 4.8                     | 14.0                | 61.4   | 75.3   |             |
|     | KYN   | 81                 | 0                   | 0                         | 81                     | 7.2               | 73.8                | 35                | 38.8                      | 3.1                     | 21.2                | 14.4   | 35.7   |             |
|     | CLA   | 14                 | 0                   | 6                         | 8                      | 0.8               | 7.2                 | 0                 | 7.2                       | 0.7                     | 6.5                 | 0.0    | 6.5    |             |
|     | TOTAL | 293                | 3                   | 23                        | 267                    | 21.9              | 245.1               | 119               | 126.1                     | 8.6                     | 41.7                | 75.8   | 117.5  |             |
| ER  | HWH   | 55                 | 0                   | 0                         | 55                     | 5.5               | 49.5                | 37                | 12.5                      | 1.3                     | 11.3                | 0.0    | 11.3   |             |
|     | BWN   | 69                 | 3                   | 0                         | 66                     | 6.6               | 59.4                | 43                | 16.4                      | 1.6                     | 14.8                | 0.0    | 14.8   |             |
|     | UDL   | 135                | 0                   | 0                         | 135                    | 11.8              | 123.3               | 15                | 108.3                     | 9.2                     | 67.5                | 31.6   | 99.1   |             |
|     | JMP   | 57                 | 0                   | 0                         | 57                     | 5.4               | 51.6                | 33                | 18.6                      | 1.7                     | 13.3                | 3.6    | 16.9   |             |
| EGR | TOTAL | 316                | 3                   | 0                         | 313                    | 29.3              | 283.8               | 128               | 155.8                     | 13.7                    | 106.8               | 35.2   | 142.0  |             |
|     | PTRU  | 129                | 1                   | 7                         | 121                    | 9.8               | 111.3               | 25                | 86.3                      | 6.6                     | 40.9                | 38.8   | 79.7   |             |
|     | MGS   | 54                 | 0                   | 5                         | 49                     | 4.9               | 44.1                | 29                | 15.1                      | 1.5                     | 13.6                | 0.0    | 13.6   |             |
|     | SPJ   | 116                | 1                   | 0                         | 115                    | 11.5              | 103.5               | 61                | 42.5                      | 4.3                     | 38.3                | 0.0    | 38.3   |             |
| ECO | TOTAL | 299                | 2                   | 12                        | 285                    | 26.2              | 258.9               | 115               | 143.9                     | 12.3                    | 92.7                | 38.8   | 131.5  |             |
|     | VSKP  | 227                | 5                   | 1                         | 221                    | 20.9              | 200.1               | 52                | 148.1                     | 13.7                    | 112.8               | 21.7   | 134.4  |             |
| NR  | TKD   | 158                | 3                   | 0                         | 155                    | 15.6              | 139.4               | 135               | 4.4                       | 0.4                     | 3.9                 | 0.0    | 3.9    |             |
|     | LDH   | 171                | 8                   | 8                         | 155                    | 15.5              | 139.5               | 91                | 48.5                      | 4.9                     | 43.7                | 0.0    | 43.7   |             |
|     | LKO   | 171                | 5                   | 8                         | 158                    | 12.8              | 145.3               | 74                | 71.3                      | 4.5                     | 16.2                | 50.5   | 66.8   |             |
|     | SSB   | 66                 | 9                   | 24                        | 33                     | 3.3               | 29.7                | 25                | 4.7                       | 0.5                     | 4.2                 | 0.0    | 4.2    |             |
| NCR | TOTAL | 566                | 25                  | 40                        | 501                    | 47.2              | 453.8               | 325               | 128.8                     | 10.2                    | 68.1                | 50.5   | 118.6  |             |
|     | JHS   | 113                | 3                   | 0                         | 110                    | 10.1              | 100.0               | 56                | 44.0                      | 3.5                     | 23.3                | 17.1   | 40.5   |             |
|     | AGC   | 21                 | 3                   | 11                        | 7                      | 0.7               | 6.3                 | 2                 | 4.3                       | 0.4                     | 3.9                 | 0.0    | 3.9    |             |
|     | TOTAL | 134                | 6                   | 11                        | 117                    | 10.8              | 106.3               | 58                | 48.3                      | 3.9                     | 27.2                | 17.1   | 44.3   |             |
| NE  | GD    | 156                | 6                   | 0                         | 150                    | 14.7              | 135.3               | 89                | 46.3                      | 4.3                     | 36.5                | 5.4    | 42.0   |             |
|     | IZN   | 56                 | 1                   | 0                         | 55                     | 3.8               | 51.2                | 22                | 29.2                      | 1.8                     | 6.6                 | 20.8   | 27.4   |             |
|     | TOTAL | 212                | 7                   | 0                         | 205                    | 18.5              | 186.5               | 111               | 75.5                      | 6.2                     | 43.2                | 26.2   | 69.3   |             |
|     | MLDT  | 84                 | 7                   | 0                         | 77                     | 7.7               | 69.3                | 59                | 10.3                      | 1.0                     | 9.3                 | 0.0    | 9.3    |             |
| NF  | NGC   | 114                | 16                  | 0                         | 98                     | 9.8               | 88.2                | 35                | 53.2                      | 5.3                     | 47.9                | 0.0    | 47.9   |             |
|     | SGUJ  | 175                | 0                   | 0                         | 175                    | 8.8               | 166.3               | 56                | 110.3                     | 5.5                     | 104.7               | 104.7  | 104.7  |             |
|     | TOTAL | 373                | 23                  | 0                         | 350                    | 26.3              | 323.8               | 150               | 173.8                     | 11.9                    | 57.2                | 104.7  | 161.9  |             |
|     | BGKT  | 153                | 0                   | 0                         | 153                    | 7.7               | 145.4               | 49                | 96.4                      | 4.8                     | 0.4                 | 91.2   | 91.5   |             |
| NWR | ABR   | 83                 | 1                   | 2                         | 80                     | 7.7               | 72.4                | 65                | 7.3                       | 0.4                     | 0.6                 | 6.3    | 6.9    |             |
|     | TOTAL | 236                | 1                   | 2                         | 233                    | 15.3              | 217.7               | 114               | 103.7                     | 5.2                     | 0.6                 | 97.5   | 98.5   |             |
|     | ED    | 139                | 1                   | 0                         | 138                    | 13.0              | 125.0               | 82                | 43.0                      | 3.9                     | 31.0                | 8.1    | 39.1   |             |
|     | ERS   | 46                 | 0                   | 0                         | 46                     | 4.6               | 41.4                | 34                | 7.4                       | 0.7                     | 6.7                 | 0.0    | 6.7    |             |
| SR  | GOC   | 96                 | 0                   | 0                         | 96                     | 7.7               | 88.3                | 64                | 24.3                      | 1.3                     | 0.4                 | 22.6   | 23.0   |             |
|     | TNP   | 21                 | 1                   | 0                         | 20                     | 2.0               | 18.0                | 15                | 3.0                       | 0.3                     | 2.7                 | 0.0    | 2.7    |             |
|     | TOTAL | 302                | 2                   | 0                         | 300                    | 27.3              | 272.7               | 195.0             | 77.7                      | 6.2                     | 40.9                | 30.7   | 71.5   |             |
|     | KZJ   | 166                | 1                   | 14                        | 151                    | 12.1              | 138.9               | 52                | 86.9                      | 5.8                     | 26.9                | 54.2   | 81.1   |             |
| SC  | GY    | 187                | 0                   | 0                         | 187                    | 12.3              | 174.7               | 51                | 123.7                     | 7.5                     | 24.1                | 92.1   | 116.2  |             |
|     | GTL   | 117                | 0                   | 9                         | 108                    | 10.8              | 97.2                | 58                | 39.2                      | 3.9                     | 35.3                | 0.0    | 35.3   |             |
|     | MLY   | 83                 | 0                   | 11                        | 72                     | 7.2               | 64.8                | 49                | 15.8                      | 1.6                     | 14.2                | 0.0    | 14.2   |             |
|     | BZA   | 36                 | 2                   | 14                        | 20                     | 2.4               | 17.6                | 17                | 0.6                       | 0.1                     | 0.5                 | 0.0    | 0.5    |             |
| SE  | TOTAL | 589                | 3                   | 48                        | 538                    | 44.8              | 493.2               | 227.0             | 266.2                     | 18.9                    | 101.0               | 146.2  | 247.3  |             |
|     | KGP   | 92                 | 0                   | 0                         | 92                     | 9.2               | 82.8                | 17                | 65.8                      | 6.6                     | 59.2                | 0.0    | 59.2   |             |
|     | BNDM  | 134                | 0                   | 0                         | 134                    | 11.6              | 122.5               | 31                | 91.5                      | 7.4                     | 50.7                | 33.4   | 84.1   |             |
|     | BKSC  | 50                 | 0                   | 0                         | 50                     | 5.0               | 45.0                | 8                 | 37.0                      | 3.7                     | 33.3                | 0.0    | 33.3   |             |
| SEC | TOTAL | 276                | 0                   | 0                         | 276                    | 25.8              | 250.3               | 56                | 194.3                     | 17.7                    | 143.2               | 33.4   | 176.6  |             |
|     | R     | 149                | 3                   | 0                         | 146                    | 11.0              | 135.1               | 24                | 111.1                     | 7.8                     | 41.0                | 62.3   | 103.2  |             |
|     | KJM   | 139                | 3                   | 4                         | 132                    | 10.6              | 121.4               | 110               | 11.4                      | 0.7                     | 2.6                 | 8.1    | 10.7   |             |
|     | HUBLI | 185                | 1                   | 0                         | 184                    | 9.2               | 174.8               | 24                | 150.8                     | 7.3                     | 0.0                 | 143.5  | 143.5  |             |
| WR  | TOTAL | 324                | 4                   | 4                         | 316                    | 19.8              | 296.2               | 134               | 162.2                     | 8.0                     | 2.6                 | 151.6  | 154.2  |             |
|     | RTM   | 132                | 1                   | 21                        | 110                    | 10.8              | 99.3                | 67                | 32.3                      | 3.0                     | 24.8                | 4.5    | 29.3   |             |
|     | VTA   | 126                | 1                   | 0                         | 125                    | 12.2              | 112.8               | 50                | 62.8                      | 6.3                     | 56.5                | 0.0    | 56.5   |             |
|     | SBI   | 160                | 2                   | 0                         | 158                    | 7.9               | 150.1               | 0                 | 150.1                     | 7.5                     | 0.0                 | 142.6  | 142.6  |             |
| WCR | TOTAL | 418                | 4                   | 21                        | 393                    | 30.9              | 362.2               | 117               | 245.2                     | 17                      | 81.3                | 147.1  | 228.4  |             |
|     | ET    | 158                | 7                   | 2                         | 149                    | 13.5              | 135.6               | 93                | 42.6                      | 4.3                     | 38.3                | 0.0    | 38.3   |             |
|     | NKJ   | 199                | 9                   | 0                         | 190                    | 18.1              | 171.9               | 37                | 134.9                     | 12.6                    | 106.0               | 16.2   | 122.3  |             |
|     | TOTAL | 357                | 16                  | 2                         | 339                    | 31.6              | 307.5               | 130               | 177.5                     | 16.9                    | 144.3               | 16.2   | 160.6  |             |
| IR  | TOTAL | 5071               | 107                 | 164                       | 4800                   | 407.2             | 4392.8              | 2055.0            | 2337.8                    | 178.1                   | 1104.4              | 1059.5 | 2159.7 |             |

LOCOS TEMPORARILY DELETED

|  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
|--|-----------|---|-----------------|----|---------|---|-----------|---|--|--|--|--|--|--|--|--|--|--|--|
| 18660,17991 (for cond); 12382 (for rep)  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| New com 40233, 234   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 1  | for cond. | 2 | o/aged for cond | 0  | New com | 2 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 17851 (for cond); 17845, 850 (o/aged for cond)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| New com 70077, 70115   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 1 | o/aged for cond | 2  | New com | 2 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 18611 (for cond); New com 70363, 364, 40230,32   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17111, 17163 (Condemned)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17539(o/a for cond)  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 1 | o/aged for cond | 1  | New com | 4 | Condemned | 2 |  |  |  |  |  |  |  |  |  |  |  |
| 17771,651,692,606,82 (o/a for cond); New com 70119, 20, 21                                 |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 0 | o/aged for cond | 5  | New com | 3 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 15002 (for cond);40003, 40122 RDSO trial   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 1 loco RDSO Trial; for cond 7 locos  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17221, 1 loco (o/a for cond);1(RDSO);12300,292(f rep);18663(condemned); New com70359,60,61 |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| for cond 9 locos   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 2  | for cond. | 3 | o/aged for cond | 16 | New com | 3 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 18742,869(f cond); 18631, 872 (condemned); 16083 (for rep)                                 |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17306, 43,759 (o/a f cond)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 1  | for cond. | 2 | o/aged for cond | 3  | New com | 0 | Condemned | 2 |  |  |  |  |  |  |  |  |  |  |  |
| 16036,17846,29,30,41(o/a f cond) 16300 (for rep)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 40131 (for rep)  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 2  | for cond. | 0 | o/aged for cond | 5  | New com | 0 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 17630,70,705,264,485,17745 (o/a for cond); 16515 (for cond)                                |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 18799,16847(f cond);16488,17579,625,204,90,408,19,70,18434,790(o/a f cond)                 |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 3 | o/aged for cond | 20 | New com | 0 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 70050 (for rep)  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 1  | for cond. | 0 | o/aged for cond | 0  | New com | 0 | Condemned | 0 |  |  |  |  |  |  |  |  |  |  |  |
| 17467(on hire)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17894 (o/aged condemned)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 17805 (on hire)  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 0 | o/aged for cond | 0  | New com | 0 | Condemned | 1 |  |  |  |  |  |  |  |  |  |  |  |
| 17624 (o/aged for cond); New com 12974,70114,365,66,67,68                                  |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| 15013,17399 (for cond)   |           |   |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |
| For rep 0  | for cond. | 2 |                 |    |         |   |           |   |  |  |  |  |  |  |  |  |  |  |  |



**BG DIESEL LOCO AVAILABILITY TARGETS FOR JULY 2015**

|     |                                      | CR  | ER           | ECR          | ECOR         | NR           | NCR         | NER         | NFR          | NWR         | SR          | SCR          | SER          | SECR         | SWR          | WR           | WCR          | Total         |
|-----|--------------------------------------|---|--------------|--------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 1   | Holding as on 1.6.2015               | 291   | 314          | 297          | 224          | 564          | 136         | 212         | 373          | 236         | 303         | 583          | 274          | 146          | 324          | 415          | 356          | 5048          |
| 2   | Commissioned June 2015               | 2   | 2            | 4            | 3            | 3            | 0           | 0           | 0            | 0           | 0           | 6            | 2            | 3            | 0            | 3            | 1            | 29            |
| 2.1 | Cumulative upto June 2015            | 2   | 9            | 12           | 3            | 7            | 0           | 6           | 2            | 2           | 0           | 13           | 4            | 5            | 2            | 7            | 5            | 79            |
| 3   | Condemned June 2015                  | 0   | 0            | 2            | 0            | 1            | 2           | 0           | 0            | 0           | 1           | 0            | 0            | 0            | 0            | 0            | 0            | 6             |
| 3.1 | Cumulative upto June 2015            | 0   | 0            | 3            | 0            | 7            | 8           | 5           | 0            | 5           | 4           | 2            | 1            | 0            | 0            | 0            | 0            | 35            |
| 4   | Transfers June 2015                  | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
| 5   | Net Holding as on 1.7.2015 (1+2-3+4) | 293   | 316          | 299          | 227          | 566          | 134         | 212         | 373          | 236         | 302         | 589          | 276          | 149          | 324          | 418          | 357          | 5071          |
| 6a  | Accident damaged (u/r)               | 1   | 0            | 0            | 0            | 2            | 1           | 2           | 0            | 1           | 0           | 0            | 0            | 0            | 4            | 4            | 2            | 17            |
| 6b  | For condemnation                     | 2   | 3            | 2            | 5            | 19           | 5           | 5           | 23           | 0           | 0           | 3            | 0            | 3            | 0            | 0            | 14           | 84            |
| 6c  | Locos in inferior services           | 23.0  | 0.0          | 12.0         | 1.0          | 40.0         | 11.0        | 0.0         | 0.0          | 2.0         | 0.0         | 48.0         | 0.0          | 0.0          | 4.0          | 21.0         | 2            | 164           |
| 6d  | MISC/ RDSO TRIALS/HIRE               | 0   | 0            | 0            | 0            | 4            | 0           | 0           | 0            | 0           | 2           | 0            | 0            | 0            | 0            | 0            | 0            | 6             |
| 7   | EFFECTIVE ON LINE (5-6)              | 267   | 313          | 285          | 221          | 501          | 117         | 205         | 350          | 233         | 300         | 538          | 276          | 146          | 316          | 393          | 339          | 4800          |
| 8   | Ineffective %age                     | HHP locos - 5%, WDP1 & WDP3A - 12.5%, All other locos - 10% (Heavy repair & Minor repair both same) |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              |               |
| 8a  | Locos ineffective                    | 21.9  | 29.3         | 26.2         | 20.9         | 47.2         | 10.8        | 18.5        | 26.3         | 15.3        | 27.3        | 44.8         | 25.8         | 11.0         | 19.8         | 30.9         | 31.6         | 407.2         |
| 9   | Locos available (7-8)                | 245.1   | 283.8        | 258.9        | 200.1        | 453.8        | 106.3       | 186.5       | 323.8        | 217.7       | 272.7       | 493.2        | 250.3        | 135.1        | 296.2        | 362.2        | 307.5        | 4392.8        |
| 10  | Passenger Link                       | 119.0   | 128.0        | 115.0        | 52.0         | 325.0        | 58.0        | 111.0       | 150.0        | 114.0       | 195.0       | 227.0        | 56.0         | 24.0         | 134.0        | 117.0        | 130          | 2055          |
| 11  | Available for freight (9-10)         | 126.1   | 155.8        | 143.9        | 148.1        | 128.8        | 48.3        | 75.5        | 173.8        | 103.7       | 77.7        | 266.2        | 194.3        | 111.1        | 162.2        | 245.2        | 177.5        | 2337.8        |
| 12  | For minor repair (5/10%)             | 8.6   | 13.7         | 12.3         | 13.7         | 10.2         | 3.9         | 6.2         | 11.9         | 5.2         | 6.2         | 18.9         | 17.7         | 7.8          | 8.0          | 16.8         | 16.9         | 178.1         |
| 13  | <b>FREIGHT TARGET</b>                | <b>117.5</b>  | <b>142.0</b> | <b>131.5</b> | <b>134.4</b> | <b>118.6</b> | <b>44.3</b> | <b>69.3</b> | <b>161.9</b> | <b>98.5</b> | <b>71.5</b> | <b>247.3</b> | <b>176.6</b> | <b>103.2</b> | <b>154.2</b> | <b>228.4</b> | <b>160.6</b> | <b>2159.7</b> |
| 14  | Allotment June 2015                  | 2   | 2            | 4            | 3            | 3            | 0           | 0           | 0            | 0           | 0           | 6            | 2            | 3            | 0            | 3            | 1            | 29            |
| 14a | Cum. allotment June 2015             | 2   | 9            | 12           | 3            | 7            | 0           | 6           | 2            | 2           | 0           | 13           | 4            | 5            | 2            | 7            | 5            | 79            |
| 15  | Allotment of locos to Rlys           |   |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              |               |
|     | WDM3A/C/D                            |   |              | 4            |              |              |             |             |              |             |             |              |              |              |              | 2            |              | 6             |
|     | WDG4                                 |   | 9            | 5            | 3            | 7            |             | 6           | 2            | 1           |             | 9            | 4            | 3            | 2            | 5            | 4            | 60            |
|     | WDG3A                                |   |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              | 0             |
|     | WDP4                                 | 2   |              | 3            |              |              |             |             |              | 1           |             | 4            |              | 2            |              |              | 1            | 13            |
|     | Total                                | 2   | 9            | 12           | 3            | 7            | 0           | 6           | 2            | 2           | 0           | 13           | 4            | 5            | 2            | 7            | 5            | 79            |
| 16  | Under Commissioning by Rlys.         |   |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              |               |
|     | WDM3A/C/D                            | 0   | 0            | 0            |              | 0            |             | 0           | 0            | 0           | 0           | 0            | 0            |              |              |              |              | 0             |
|     | WDG4                                 | 0   | 0            | 0            |              | 0            |             | 0           | 0            | 0           | 0           | 0            | 0            |              |              |              |              | 0             |
|     | WDG3A                                | 0   | 0            | 0            |              | 0            |             | 0           | 0            | 0           | 0           | 0            | 0            |              |              |              |              | 0             |
|     | WDP4                                 | 0   | 0            | 0            |              | 0            |             | 0           | 0            | 0           | 0           | 0            | 0            |              |              |              |              | 0             |
|     | Total                                | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            |              |              |              |              | 0             |
| 17  | Accident damaged locos               |   |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              |               |
|     | WDM2                                 | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 1            | 0            | 0            | 1             |
|     | WDG4                                 | 1   | 0            | 0            | 0            | 2            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 1            | 2            | 1            | 7             |
|     | WDP4                                 | 0   | 0            | 0            | 0            | 0            | 0           | 1           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 1            | 2             |
|     | WDG3A                                | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
|     | WDP1                                 | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
|     | WDP3A                                | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
|     | WDM3A/C/D                            | 0   | 0            | 0            | 0            | 0            | 1           | 1           | 0            | 1           | 0           | 0            | 0            | 0            | 2            | 2            | 0            | 7             |
|     | Total                                | 1   | 0            | 0            | 0            | 2            | 1           | 2           | 0            | 1           | 0           | 0            | 0            | 0            | 4            | 4            | 2            | 17            |
| 18  | Under condemnation                   |   |              |              |              |              |             |             |              |             |             |              |              |              |              |              |              |               |
|     | WDM2                                 | 2   | 3            | 2            | 5            | 19           | 4           | 5           | 23           | 0           | 0           | 2            | 0            | 3            | 0            | 0            | 14           | 82            |
|     | WDG3A                                | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
|     | WDP1                                 | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 1            | 0            | 0            | 0            | 0            | 0            | 1             |
|     | WDP2                                 | 0   | 0            | 0            | 0            | 0            | 0           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0             |
|     | WDM3A/C/D                            | 0   | 0            | 0            | 0            | 0            | 1           | 0           | 0            | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 1             |
|     | Total                                | 2   | 3            | 2            | 5            | 19           | 5           | 5           | 23           | 0           | 0           | 3            | 0            | 3            | 0            | 0            | 14           | 84            |

**Locos commissioned in 2015-16 (Upto last month)**

|                                      | WDG4   | WDG3A | WDM2G | NRC | WDM3C/D        | WDP4                             | TOTAL |
|--------------------------------------|--|-------|-------|-----|----------------|----------------------------------|-------|
| Locos commissioned (upto last month) | 60   |       |       |     | 6              | 13                               | 79    |
|                                      | 12974,70061,70,77,84,92,93,96-101,103-107,10,12-18,25,26,307-9,16,17,19- |       |       |     | 11543,81,85-88 | 40003,40209,20,22,23,25,27,29-34 |       |

**SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-7-2015**

| RLY  | SHED         | WDM2      | WDG3A      | WDP1      | WDP3A     | WDM3A      | WDM3D     | WDG4       | WDP4      | TOTAL      |
|------|--------------|-----------|------------|-----------|-----------|------------|-----------|------------|-----------|------------|
| CR   | PA           | 15        | 34         |           |           | 34         | 36        | 69         | 10        | 198        |
|      | KYN          | 0         | 42         |           |           | 0          | 21        | 16         | 2         | 81         |
|      | CLA          | 7         | 0          |           |           | 7          | 0         | 0          |           | 14         |
|      | <b>Total</b> | <b>22</b> | <b>76</b>  | <b>0</b>  | <b>0</b>  | <b>41</b>  | <b>57</b> | <b>85</b>  | <b>12</b> | <b>293</b> |
| ER   | HWH          | 3         | 0          |           |           | 32         | 20        |            |           | 55         |
|      | BWN          | 17        |            |           |           | 52         |           |            |           | 69         |
|      | UDL          | 0         | 80         |           |           | 20         |           | 35         |           | 135        |
|      | JMP          | 14        |            |           |           | 37         |           | 4          | 2         | 57         |
|      | <b>Total</b> | <b>34</b> | <b>80</b>  | <b>0</b>  | <b>0</b>  | <b>141</b> | <b>20</b> | <b>39</b>  | <b>2</b>  | <b>316</b> |
| ECR  | PTRU         | 12        | 45         |           |           | 25         |           | 43         | 4         | 129        |
|      | MGS          | 21        | 0          |           |           | 33         |           |            |           | 54         |
|      | SAMAS        | 1         | 40         |           |           | 30         | 45        |            |           | 116        |
|      | <b>Total</b> | <b>34</b> | <b>85</b>  | <b>0</b>  | <b>0</b>  | <b>88</b>  | <b>45</b> | <b>43</b>  | <b>4</b>  | <b>299</b> |
| ECOR | VSKP         | 13        | 132        |           |           | 46         | 12        | 24         |           | 227        |
| NR   | TKD          | 0         | 0          | 45        | 26        | 52         | 0         |            | 35        | 158        |
|      | LDH          | 13        | 49         |           |           | 109        | 0         |            |           | 171        |
|      | LKO          | 10        | 12         |           | 0         | 27         | 58        | 58         | 6         | 171        |
|      | SSB          | 60        | 6          |           |           | 0          | 0         |            |           | 66         |
|      | <b>Total</b> | <b>83</b> | <b>67</b>  | <b>45</b> | <b>26</b> | <b>188</b> | <b>58</b> | <b>58</b>  | <b>41</b> | <b>566</b> |
| NCR  | JHS          | 1         | 30         |           |           | 37         | 26        | 19         |           | 113        |
|      | AGC          | 16        |            |           |           | 5          |           |            |           | 21         |
|      | <b>TOTAL</b> | <b>17</b> | <b>30</b>  | <b>0</b>  | <b>0</b>  | <b>42</b>  | <b>26</b> | <b>19</b>  | <b>0</b>  | <b>134</b> |
| NER  | GD           | 31        | 5          |           |           | 99         | 15        | 6          |           | 156        |
|      | IZN          | 0         |            |           |           |            | 22        | 23         | 11        | 56         |
|      | <b>Total</b> | <b>31</b> | <b>5</b>   | <b>0</b>  | <b>0</b>  | <b>99</b>  | <b>37</b> | <b>29</b>  | <b>11</b> | <b>212</b> |
| NFR  | MLDT         | 30        | 4          |           |           | 40         | 10        |            |           | 84         |
|      | NGC          | 34        | 51         |           |           | 13         | 16        |            |           | 114        |
|      | SGUJ         |           |            |           |           |            |           | 116        | 59        | 175        |
|      | <b>Total</b> | <b>64</b> | <b>55</b>  | <b>0</b>  | <b>0</b>  | <b>53</b>  | <b>26</b> | <b>116</b> | <b>59</b> | <b>373</b> |
| NWR  | BGKT         |           |            |           |           |            |           | 101        | 52        | 153        |
|      | ABR          | 26        |            |           |           | 49         |           | 8          |           | 83         |
|      | <b>Total</b> | <b>26</b> | <b>0</b>   | <b>0</b>  | <b>0</b>  | <b>49</b>  | <b>0</b>  | <b>109</b> | <b>52</b> | <b>236</b> |
| SR   | ED           | 10        | 42         |           |           | 18         | 53        | 9          | 7         | 139        |
|      | ERS          | 7         | 9          |           |           | 30         |           |            |           | 46         |
|      | GOC          | 13        | 18         |           | 14        | 6          | 0         | 25         | 20        | 96         |
|      | TNP          | 10        | 4          |           |           | 6          | 1         |            |           | 21         |
|      | <b>Total</b> | <b>40</b> | <b>73</b>  | <b>0</b>  | <b>14</b> | <b>60</b>  | <b>54</b> | <b>34</b>  | <b>27</b> | <b>302</b> |
| SCR  | KZJ          | 15        | 65         | 0         |           | 26         |           | 60         |           | 166        |
|      | GY           | 0         | 23         |           |           | 10         | 26        | 102        | 26        | 187        |
|      | GTL          | 10        | 53         |           |           | 29         | 25        |            |           | 117        |
|      | MLY          | 11        | 35         |           |           | 37         |           |            |           | 83         |
|      | BZA          | 19        |            | 17        |           | 0          |           |            |           | 36         |
|      | <b>Total</b> | <b>55</b> | <b>176</b> | <b>17</b> | <b>0</b>  | <b>102</b> | <b>51</b> | <b>162</b> | <b>26</b> | <b>589</b> |
| SER  | KGP          | 5         | 43         |           |           | 44         |           |            |           | 92         |
|      | BNDM         | 0         | 52         |           |           | 30         | 15        | 37         |           | 134        |
|      | BKSC         | 22        | 7          |           |           | 21         |           |            |           | 50         |
|      | <b>Total</b> | <b>27</b> | <b>102</b> | <b>0</b>  | <b>0</b>  | <b>95</b>  | <b>15</b> | <b>37</b>  | <b>0</b>  | <b>276</b> |
| SECR | R            | 5         | 41         |           |           | 30         | 0         | 69         | 4         | 149        |
| SWR  | KJM          | 6         | 38         |           |           | 31         | 12        | 9          | 43        | 139        |
|      | HUBLI        |           |            |           |           |            |           | 165        | 20        | 185        |
|      | <b>Total</b> | <b>6</b>  | <b>38</b>  | <b>0</b>  | <b>0</b>  | <b>31</b>  | <b>12</b> | <b>174</b> | <b>63</b> | <b>324</b> |
| WR   | RTM          | 32        |            |           |           | 72         | 23        | 5          | 0         | 132        |
|      | VTA          |           | 64         |           |           | 29         | 27        |            | 6         | 126        |
|      | SBI          |           |            |           |           |            |           | 160        | 0         | 160        |
|      | <b>Total</b> | <b>32</b> | <b>64</b>  | <b>0</b>  | <b>0</b>  | <b>101</b> | <b>50</b> | <b>165</b> | <b>6</b>  | <b>418</b> |
| WCR  | ET           | 15        |            |           |           | 70         | 43        |            | 30        | 158        |
|      | NKJ          | 14        | 122        |           |           | 44         | 0         | 19         |           | 199        |
|      | <b>Total</b> | <b>29</b> | <b>122</b> | <b>0</b>  | <b>0</b>  | <b>114</b> | <b>43</b> | <b>19</b>  | <b>30</b> | <b>357</b> |
| IR   |              | 518       | 1146       | 62        | 40        | 1280       | 506       | 1182       | 337       | 5071       |

| MG DIESEL LOCO AVAILABILITY TARGETS FOR JULY 2015 |                                      |      |      |         |      |     |       |            |
|---|--------------------------------------|------|------|---------|------|-----|-------|------------|
|   |                                      | ECR  | NER  | NFR     | NWR  | SR  | WR    | Total      |
| 1   | Holding as on 1.6.2015               | 39   | 66   | 66      | 27   | 5   | 62    | 265        |
| 2   | Commissioned June 2015               | 0    | 0    | 0       | 0    | 0   | 0     | 0          |
| 2.1   | Cumulative upto June 2015            | 0    | 0    | 0       | 0    | 0   | 0     | 0          |
| 3   | Condemned June 2015                  | 0    | 0    | 0       | 2    | 0   | 0     | 2          |
| 3.1   | Cumulative upto June 2015            | 0    | 1    | 0       | 2    | 0   | 0     | 3          |
| 4   | Transfers June 2015                  | 0    | 0    | 0       | 0    | 0   | 0     | 0          |
| 5   | Net Holding as on 1.7.2015 (1+2-3+4) | 39   | 66   | 66      | 25   | 5   | 62    | 263        |
| 6a  | Accident damaged (u/r)               | 1    | 5    | 0       | 0    | 0   | 0     | 6          |
| 6b  | Formal condemnation                  | 0    | 0    | 0       | 0    | 0   | 0     | 0          |
| 6c  | Locos in inferior services           | 0    | 0    | 0       | 0    | 0   | 9     | 9          |
| 6c  | MISC/ RDSO TRIALS/GRS                | 19   | 20   | 66      | 5    | 0   | 3     | 113        |
| 7   | EFFECTIVE ON LINE (5-6)              | 19   | 41   | 0       | 20   | 5   | 50    | 135        |
| 8   | Ineffective %age (target)            | 10   | 12.5 | 10/12.5 | 15   | 10  | 10/15 | 10/12.5/15 |
| 8a  | Locos ineffective                    | 1.9  | 4.1  | 0.0     | 3.0  | 0.5 | 5.7   | 15.2       |
| 9   | Locos available (7-8)                | 17.1 | 36.9 | 0.0     | 17.0 | 4.5 | 44.3  | 119.8      |
| 10  | Passenger Link                       | 11.0 | 31.0 | 0.0     | 17.0 | 2.0 | 43.0  | 104        |
| 11  | Available for freight (9-10)         | 6.1  | 5.9  | 0.0     | 0.0  | 2.5 | 1.3   | 15.8       |
| 12  | Locos for minor repair (10 %)        | 0.6  | 0.6  | 0.0     | 0.0  | 0.3 | 0.1   | 1.6        |
| 13  | Net freight TARGET                   | 5.5  | 5.3  | 0.0     | 0.0  | 2.3 | 1.2   | 14.2       |
| 14  | Miscellaneous/RDSO/Trial             | 0    | 0    | 0       | 0    | 0   | 0     | 0          |
| 15  | Loco under GRS                       | 0    | 0    | 0       | 0    | 0   | 0     | 0          |



| Availability Target for July 2015 (MG) |              |                    |                     |                 |                           |                        |                         |                     |                   |                           |                         |                           |                         |
|--|--------------|--------------------|---------------------|-----------------|---------------------------|------------------------|-------------------------|---------------------|-------------------|---------------------------|-------------------------|---------------------------|-------------------------|
| RIV                                    | SHED         | Total Loco Holding | Locos Temp. Deleted | Locos under GRS | Locos in inferior service | Effective Loco Holding | Locos ineff. heavy rep. | Locos net available | Locos on M/E Link | Locos available for Goods | Locos ineff. minor rep. | Availability Target Goods |                         |
| ECR                                    | Markattaguni | 39                 | 1                   | 19              | 0                         | 19                     | 1.9                     | 17.1                | 11                | 6.1                       | 0.6                     | 5.5                       | 6248 (For cond)         |
| NE                                     | GD           | 7                  | 0                   | 7               | 0                         | 0                      | 0.0                     | 0.0                 | 0                 | 0.0                       | 0.0                     | 0.0                       |                         |
|  | IZN          | 59                 | 5                   | 13              | 0                         | 41                     | 4.1                     | 36.9                | 31                | 5.9                       | 0.6                     | 5.3                       | 6335 (o/aged condemned) |
|  | TOTAL        | 66                 | 5                   | 20              | 0                         | 41                     | 4.1                     | 36.9                | 31                | 5.9                       | 0.6                     | 5.3                       |                         |
| NF                                     | SGUJ         | 0                  | 0                   | 0               | 0                         | 0                      | 0.0                     | 0.0                 | 0                 | 0.0                       | 0.0                     | 0.0                       |                         |
|  | LMG          | 66                 | 0                   | 66              | 0                         | 0                      | 0.0                     | 0.0                 | 0                 | 0.0                       | 0.0                     | 0.0                       |                         |
|  | TOTAL        | 66                 | 0                   | 66              | 0                         | 0                      | 0.0                     | 0.0                 | 0                 | 0.0                       | 0.0                     | 0.0                       |                         |
| NW                                     | FL           | 25                 | 0                   | 5               | 0                         | 20                     | 3.0                     | 17.0                | 17                | 0                         | 0                       | 0                         | 2 locos condemned       |
| SR                                     | GOC          | 5                  | 0                   | 0               | 0                         | 5                      | 0.5                     | 4.5                 | 2                 | 2.5                       | 0.3                     | 2.3                       |                         |
| WR                                     | SBI          | 41                 | 0                   | 2               | 3                         | 36                     | 3.6                     | 32.4                | 29                | 3.4                       | 0.3                     | 3.1                       |                         |
|  | MHW          | 21                 | 0                   | 1               | 6                         | 14                     | 2.1                     | 11.9                | 14.0              | -2.1                      | -0.2                    | -1.9                      |                         |
|  | GIM          | 0                  | 0                   | 0               | 0                         | 0                      | 0.0                     | 0.0                 | 0                 | 0.0                       | 0.0                     | 0.0                       |                         |
|  | Total        | 62                 | 0                   | 3               | 9                         | 50                     | 6                       | 44.3                | 43                | 1.3                       | 0                       | 1.2                       |                         |
| IR                                     | TOTAL        | 263                | 6                   | 113             | 9                         | 135.0                  | 15.2                    | 119.8               | 104               | 15.8                      | 1.6                     | 14.2                      |                         |

LOCOS TEMPORARILY DELETED