

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

संख्या : 2013 / एम(एल) / 467 / 7(2)

नई दिल्ली, दिनांक 10.02.2015

मुख्य याँत्रिक अभियंता,
सभी भारतीय क्षेत्रीय रेलें।

Chief Mechanical Engineers,
All Indian Railways.

विषय: मेल/एक्सप्रेस गाड़ियों के डीजल इंजनों का समय निष्पादन ।

Sub: Punctuality loss of Mail / Express on diesel locos.

जनवरी 2014 की अवधि में मेल/एक्सप्रेस गाड़ियों के डीजल इंजनों के समय निष्पादन के आंकड़े जो कि पिछले वर्ष की इसी अवधि के तुलनात्मक, क्षेत्रवार एवं शेडवाइज़ आंकड़े हैं, आपको सूचनार्थ एवं आवश्यक कार्यवाही के लिये संलग्न है।

Please find enclosed the shed-wise, territory-wise and cumulative figures of punctuality loss cases of Mail/Express trains run by diesel locos for the period January 2014 as compared with same period of previous year.

संलग्न: यथोक्त।

DA: As above.


(आलोक कुमार मिश्रा)

निदेशक याँत्रिक अभियंता (कर्षण)

रेलवे बोर्ड

Territory Wise Punctuality Cases On DSL account Apr'2014 - Jan'2015

Rly	Direct Cases	Lost Trains % ON Dsl A/c	Indirect Cases	Lost Trains % ON Dsl A/c	Total Cases	Lost Trains % ON Dsl A/c
CR	185	7.2	185	7.2	370	7.2
ER	50	1.9	69	2.7	119	2.3
EC	291	11.3	336	13.0	627	12.2
ECO	67	2.6	74	2.9	141	2.7
NR	573	22.3	570	22.0	1143	22.2
NC	210	8.2	330	12.8	540	10.5
NE	150	5.8	125	4.8	275	5.3
NF	140	5.4	87	3.4	227	4.4
NW	186	7.2	127	4.9	313	6.1
SR	115	4.5	135	5.2	250	4.8
SCR	125	4.9	52	2.0	177	3.4
SE	15	0.6	9	0.3	24	0.5
SEC	15	0.6	24	0.9	39	0.8
SW	117	4.6	92	3.6	209	4.1
WR	63	2.5	41	1.6	104	2.0
WC	200	7.8	290	11.2	490	9.5
KR	67	2.6	40	1.5	107	2.1
IR	2569	100.0	2586	100.0	5155	100.0

SHEDWISE PUNCTUALITY PERFORMANCE OF DIESEL LOCOS (BG) 2014-15 (Apr'14 - Jan'15)										
Rly	Shed	Apr'14 To Dec'14			Jan'15			Apr'14 To Jan'15		
		No. of Direct cases	Loco Mail Link	Cases/ 100 Link	No. of Direct cases	Loco Mail Link	Cases/ 100 Link	No. of Direct cases	Avg Loco Mail Link	Cases/ 100 Link/ Month
CR	PA	81	83	10.8	8	82	9.8	89	83	10.7
	KYN	52	35	16.3	7	36	19.4	59	36	16.6
	Total	133	119	12.5	15	118	12.7	148	119	12.5
ER	HWH	26	38	7.6	1	38	2.6	27	38	7.1
	BWN	7	46	1.7	2	46	4.3	9	46	1.9
	UDL	15	14	11.9	2	15	13.3	17	14	12.1
	JMP	10	33	3.4	0	33	0.0	10	33	3.1
	Total	58	131	4.9	5	132	3.8	63	131	4.8
EC	PTRU	27	25	12.0	2	25	8.0	29	25	11.6
	MGS	28	24	12.9	5	25	20.0	33	24	13.6
	SPJ	46	53	9.7	2	52	3.8	48	53	9.1
	Total	101	102	11.0	9	102	8.8	110	102	10.8
ECOR	VSKP	37	46	8.9	1	50	2.0	38	47	8.1
NR	TKD	160	132	13.5	16	128	12.5	176	132	13.4
	LDH	116	96	13.5	12	94	12.8	128	95	13.4
	LKO	114	73	17.3	9	68	13.2	123	73	16.9
	SSB	5	27	2.1	0	23	0.0	5	27	1.9
	Total	395	328	13.4	37	313	11.8	432	326	13.2
NC	JHS	126	54	25.9	2	56	3.6	128	54	23.6
	AGC	0	0	0.0	0	3	0.0	0	1	0.0
	Total	126	54	25.8	2	59	3.4	128	55	23.4
NE	GD	77	86	9.9	4	84	4.8	81	86	9.4
	IZN	34	22	17.2	0	22	0.0	34	22	15.5
	Total	111	108	11.4	4	106	3.8	115	108	10.6
NF	MLDT	39	58	7.5	5	58	8.6	44	58	7.6
	NGC	30	31	10.7	4	32	12.5	34	31	10.9
	SGUJ	70	54	14.3	4	55	7.3	74	54	13.6
	Total	139	143	10.8	13	145	9.0	152	144	10.6
NW	BGKT	94	46	22.6	5	48	10.4	99	46	21.3
	ABR	81	73	12.4	4	70	5.7	85	72	11.7
	Total	175	119	16.4	9	118	7.6	184	119	15.5
SR	ED	43	73	6.6	7	73	9.6	50	73	6.9
	ERS	34	34	11.2	1	39	2.6	35	34	10.2
	GOC	40	62	7.2	7	65	10.8	47	62	7.5
	TNP	12	14	9.5	2	15	13.3	14	14	9.9
	Total	129	182	7.9	17	192	8.9	146	183	8.0
SC	KZJ	24	47	5.6	4	46	8.7	28	47	5.9
	GY	32	49	7.3	6	50	12.0	38	49	7.8
	GTL	15	58	2.9	2	59	3.4	17	58	2.9
	MLY	25	49	5.7	2	49	4.1	27	49	5.5
	BZA	0	19	0.0	0	20	0.0	0	19	0.0
	Total	96	222	4.8	14	224	6.3	110	223	4.9
SE	KGP	6	16	4.1	2	15	13.3	8	16	5.0
	BNDM	15	29	5.7	2	29	6.9	17	29	5.9
	BKSC	8	7	12.7	1	7	14.3	9	7	12.9
	Total	29	52	6.2	5	51	9.8	34	52	6.5
SECR	R	25	22	12.6	1	22	4.5	26	22	11.8
SW	KJM	78	98	8.8	3	102	2.9	81	99	8.2
	UBL	28	22	14.1	3	22	13.6	31	22	14.1
	Total	106	120	9.8	6	124	4.8	112	121	9.3
WR	RTM	47	69	7.6	3	67	4.5	50	69	7.3
	VTA	44	48	10.2	1	51	2.0	45	48	9.3
	SBI	4	0	0.0	1	0	0.0	5	0	0.0
	Total	95	117	9.0	5	118	4.2	100	117	8.5
WC	ET	120	82	16.3	7	77	9.1	127	81	15.6
	NKJ	75	25	33.3	6	21	28.6	81	25	32.9
	Total	195	107	20.3	13	98	13.3	208	106	19.6
IR		1950	1974	11.0	156	1972	7.9	2106	1973	10.7
Misc. by Crew		50			6			56		
Misc./ Others		384			23			407		
G.TOTAL		2384			185			2569		

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2014-2015

Rly.	April' 2013-Jan'2014						April' 2014-Jan'2015						%			
	No. of PL cases		Avg. Mail Link	PL cases/100 Link /month		No. of PL cases	Avg. Mail Link	PL cases/100 Link /month		No. of PL cases	Avg. Mail Link	PL cases/100 Link /month		Improvement /100ML /month	Total	
	Direct	Total		Direct	Total			Direct	Total			Direct	Total			Direct
CR	104	242	114	21.3	177	357	119	9.1	21.3	177	357	119	14.9	30.1	-63.3	-41.5
ER	80	193	129	14.9	60	121	131	6.2	14.9	60	121	131	4.6	9.2	26.0	38.1
EC	192	431	95	45.4	220	485	102	20.2	45.4	220	485	102	21.6	47.5	-6.7	-4.8
ECOR	55	121	38	32.2	49	110	47	14.6	32.2	49	110	47	10.5	23.5	28.4	27.0
NR	553	1014	320	31.7	498	956	326	17.3	31.7	498	956	326	15.3	29.3	11.8	7.6
NC	160	311	53	58.5	182	342	55	30.1	58.5	182	342	55	33.2	62.4	-10.4	-6.8
NE	167	270	106	25.5	147	283	108	15.8	25.5	147	283	108	13.6	26.2	13.6	-2.9
NF	224	434	137	31.7	176	363	144	16.4	31.7	176	363	144	12.3	25.3	25.1	20.3
NW	192	317	112	28.2	234	403	119	17.1	28.2	234	403	119	19.7	33.9	-15.3	-20.3
SR	175	349	187	18.6	165	342	183	9.3	18.6	165	342	183	9.0	18.7	3.7	-0.1
SC	106	176	195	9.0	125	197	223	5.4	9.0	125	197	223	5.6	8.9	-3.1	2.1
SE	37	86	59	14.6	31	77	52	6.3	14.6	31	77	52	6.0	14.8	5.1	-1.4
SECR	40	71	21	33.2	25	48	22	18.7	33.2	25	48	22	11.4	21.8	39.2	34.2
SW	111	232	114	20.4	137	223	121	9.7	20.4	137	223	121	11.4	18.5	-16.6	9.2
WR	100	232	102	22.7	98	236	117	9.8	22.7	98	236	117	8.4	20.2	14.4	11.1
WC	273	695	118	58.9	240	605	106	23.1	58.9	240	605	106	22.6	57.1	2.1	3.1
KR	2	9			5	7				5	7					
IR	2571	5183	1900	27.3	2569	5155	1973	13.5	27.3	2569	5155	1973	13.0	26.1	3.8	4.2

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2014-2015 Other than DMU

Rly.	April' 2013-Jan'2014						April' 2014-Jan'2015						Improvement /100ML /month		Indirect DMU Cases		
	No. of PL cases		Avg. Mail Link	PL cases/100 Link /month		No. of PL cases	Avg. Mail Link	PL cases/100 Link /month		Direct	Total	Direct	Total	Direct	Total	2014	2015
	Direct	Total		Direct	Total			Direct	Total								
CR	104	242	114	9.1	21.3	177	119	14.9	30.1	357	119	14.9	30.1	-63.3	-41.5	0	0
ER	80	188	129	6.2	14.5	60	131	4.6	9.1	119	131	4.6	9.1	26.0	37.5	5	2
EC	192	401	95	20.2	42.2	220	102	21.6	45.6	465	102	21.6	45.6	-6.7	-8.0	30	20
ECOR	55	121	38	14.6	32.2	49	47	10.5	23.5	110	47	10.5	23.5	28.4	27.0	0	0
NR	553	997	320	17.3	31.2	498	326	15.3	29.3	955	326	15.3	29.3	11.8	6.2	17	1
NC	160	310	53	30.1	58.3	182	55	33.2	61.3	336	55	33.2	61.3	-10.4	-5.2	1	6
NE	167	270	106	15.8	25.5	147	108	13.6	25.9	280	108	13.6	25.9	13.6	-1.8	0	3
NF	224	434	137	16.4	31.7	176	144	12.3	25.3	363	144	12.3	25.3	25.1	20.3	0	0
NW	192	317	112	17.1	28.2	234	119	19.7	33.9	403	119	19.7	33.9	-15.3	-20.3	0	0
SR	175	349	187	9.3	18.6	165	183	9.0	18.7	342	183	9.0	18.7	3.7	-0.1	0	0
SC	106	176	195	5.4	9.0	125	223	5.6	8.8	196	223	5.6	8.8	-3.1	2.6	0	1
SE	37	86	59	6.3	14.6	31	52	6.0	14.8	77	52	6.0	14.8	5.1	-1.4	0	0
SECR	40	71	21	18.7	33.2	25	22	11.4	21.8	48	22	11.4	21.8	39.2	34.2	0	0
SW	111	227	114	9.7	19.9	137	121	11.4	18.5	223	121	11.4	18.5	-16.6	7.2	5	0
WR	100	232	102	9.8	22.7	98	117	8.4	20.1	235	117	8.4	20.1	14.4	11.5	0	1
WC	273	695	118	23.1	58.9	240	106	22.6	57.1	605	106	22.6	57.1	2.1	3.1	0	0
KR	2	9				5				7						0	0
IR	2571	5125	1900	13.5	27.0	2569	1973	13.0	26.0	5121	1973	13.0	26.0	3.8	3.8	58	34