

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

संख्या : 2013 / एम(एल) / 467 / 2

नई दिल्ली, दिनांक 10.07.2015

मुख्य यांत्रिक 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.

जून 2015 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 June 2015 as compared with same period of previous year.

संलग्न: यथोक्त।

DA: As above.



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

Territory Wise Punctuality Cases On DSL account Apr'2015 - June'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	69	6.2	91	8.2	160	7.2
ER	16	1.4	22	2.0	38	1.7
ECR	78	7.0	66	5.9	144	6.5
ECOR	28	2.5	10	0.9	38	1.7
NR	225	20.2	199	17.9	424	19.1
NCR	89	8.0	115	10.4	204	9.2
NER	69	6.2	66	5.9	135	6.1
NFR	58	5.2	46	4.1	104	4.7
NWR	92	8.3	49	4.4	141	6.3
SR	62	5.6	71	6.4	133	6.0
SCR	61	5.5	52	4.7	113	5.1
SER	4	0.4	13	1.2	17	0.8
SECR	5	0.4	4	0.4	9	0.4
SWR	65	5.8	71	6.4	136	6.1
WR	43	3.9	30	2.7	73	3.3
WCR	123	11.0	180	16.2	303	13.6
KR	27	2.4	25	2.3	52	2.3
IR	1114	100.0	1110	100.0	2224	100.0

SHEDWISE PUNCTUALITY PERFORMANCE OF DIESEL LOCOS (BG) 2015-16 (Apr'15 - June'15)

Rly	Shed	Apr'15 To May'15			June'15			Apr'15 To June'15		
		No. of Direct cases	Avg. 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	29	82	17.7	10	83	12.0	39	82	15.8
	KYN	15	38	20.0	7	39	17.9	22	38	19.3
	Total	44	120	18.4	17	122	13.9	61	120	16.9
ER	HWH	9	37	12.2	4	37	10.8	13	37	11.7
	BWN	6	44	6.9	3	43	7.0	9	43	6.9
	UDL	3	15	10.0	1	15	6.7	4	15	8.9
	JMP	1	33	1.5	0	33	0.0	1	33	1.0
	Total	19	129	7.4	8	128	6.3	27	128	7.0
ECR	PTRU	7	25	14.0	3	25	12.0	10	25	13.3
	MGS	11	27	20.4	3	29	10.3	14	28	16.9
	SPJ	11	59	9.3	10	61	16.4	21	60	11.7
	Total	29	111	13.1	16	115	13.9	45	112	13.4
ECOR	VSKP	8	51	7.8	2	52	3.8	10	51	6.5
NR	TKD	28	136	10.3	13	136	9.6	41	136	10.1
	LDH	25	90	13.9	14	92	15.2	39	91	14.3
	LKO	41	73	28.1	19	75	25.3	60	74	27.1
	SSB	1	25	2.0	0	25	0.0	1	25	1.3
	Total	95	324	14.7	46	328	14.0	141	325	14.5
NCR	JHS	28	56	25.0	20	56	35.7	48	56	28.6
	AGC	1	3	20.0	2	2	100.0	3	2	42.9
	Total	29	59	24.8	22	58	37.9	51	58	29.1
NER	GD	21	88	11.9	7	94	7.4	28	90	10.4
	IZN	10	22	22.7	7	22	31.8	17	22	25.8
	Total	31	110	14.1	14	116	12.1	45	112	13.4
NFR	MLDT	11	59	9.3	2	59	3.4	13	59	7.3
	NGC	7	35	10.0	9	35	25.7	16	35	15.2
	SGUJ	8	55	7.3	10	56	17.9	18	55	10.8
	Total	26	149	8.7	21	150	14.0	47	149	10.5
NWR	BGKT	29	49	29.9	9	49	18.4	38	49	26.0
	ABR	18	68	13.3	8	65	12.3	26	67	13.0
	Total	47	116	20.3	17	114	14.9	64	115	18.5
SR	ED	20	74	13.5	11	75	14.7	31	74	13.9
	ERS	1	34	1.5	3	34	8.8	4	34	4.0
	GOC	15	66	11.4	8	66	12.1	23	66	11.6
	TNP	1	15	3.3	2	15	13.3	3	15	6.7
	Total	37	189	9.8	24	190	12.6	61	189	10.8
SCR	KZJ	3	48	3.1	4	52	7.7	7	49	4.7
	GY	8	54	7.4	1	51	2.0	9	53	5.7
	GTL	4	59	3.4	2	58	3.4	6	59	3.4
	MLY	9	49	9.2	2	49	4.1	11	49	7.5
	BZA	0	17	0.0	0	17	0.0	0	17	0.0
	Total	24	227	5.3	9	227	4.0	33	227	4.8
SER	KGP	2	17	5.9	3	17	17.6	5	17	9.8
	BNDM	8	31	12.9	3	31	9.7	11	31	11.8
	BKSC	0	8	0.0	1	8	12.5	1	8	4.2
	Total	10	56	8.9	7	56	12.5	17	56	10.1
SECR	R	7	22	15.9	0	24	0.0	7	23	10.3
SWR	KJM	34	108	15.7	14	108	13.0	48	108	14.8
	UBL	5	24	10.4	0	24	0.0	5	24	6.9
	Total	39	132	14.8	14	132	10.6	53	132	13.4
WR	RTM	21	67	15.7	5	67	7.5	26	67	12.9
	VTA	21	51	20.8	4	50	8.0	25	50	16.6
	SBI	0	0	0.0	1	0	0.0	1	0	0.0
	Total	42	118	17.9	10	117	8.5	52	117	14.8
WCR	ET	38	67	28.4	17	93	18.3	55	76	24.2
	NKJ	19	28	33.9	15	37	40.5	34	31	36.6
	Total	57	95	30.0	32	130	24.6	89	107	27.8
IR		544	2005	13.6	259	2059	12.6	803	2023	13.2
Mism. by Crew		29			11			40		
Misc./ Others		208			63			271		
IR (G.TOTAL)		781			333			1114		

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2015-2016												
Rly.	April' 2014-June'2014					April' 2015-June'2015					%age Improvement /100ML /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		Direct	Total
	Direct	Total		Direct	Total	Direct	Total		Direct	Total		
CR	65	127	117	18.5	36.1	79	166	120	21.9	46.0	-18.5	-27.4
ER	20	51	129	5.2	13.2	26	45	128	6.8	11.7	-30.7	11.3
ECR	71	152	102	23.2	49.7	73	142	112	21.7	42.1	6.6	15.2
ECOR	25	51	43	19.4	39.5	13	17	51	8.4	11.0	56.4	72.1
NR	180	310	330	18.2	31.3	193	341	325	19.8	35.0	-8.9	-11.7
NCR	80	133	52	51.0	84.7	88	161	58	50.3	92.0	1.3	-8.6
NER	53	88	108	16.4	27.2	61	135	112	18.2	40.2	-11.0	-47.9
NFR	51	102	143	11.9	23.8	57	118	149	12.7	26.3	-7.0	-10.8
NWR	86	128	119	24.1	35.9	103	141	115	29.8	40.8	-23.6	-13.7
SR	53	109	177	10.0	20.5	78	179	189	13.8	31.6	-38.1	-54.1
SCR	49	80	219	7.4	12.2	47	114	227	6.9	16.7	7.3	-37.7
SER	6	23	54	3.7	14.1	14	36	56	8.3	21.4	-126.4	-51.9
SECR	8	17	22	12.1	25.8	9	16	23	13.2	23.5	-9.2	8.7
SWR	41	66	118	11.5	18.6	78	141	132	19.7	35.6	-70.5	-91.5
WR	29	61	114	8.5	17.8	60	126	117	17.0	35.8	-101.0	-100.7
WCR	89	213	117	25.4	60.7	135	330	107	42.2	103.1	-66.4	-69.9
KR	4	6					0					
DLW							16					
DMW							0					
IR	910	1717	1966	15.4	29.1	1114	2224	2023	18.4	36.6	-19.0	-25.9

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2015-2016 Other Than DMU														
Rly.	April' 2014-June'2014					April' 2015-June'2015					%age 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	2014	2015
	Direct	Total		Direct	Total	Direct	Total		Direct	Total				
CR	65	127	117	18.5	36.1	79	166	120	21.9	46.0	-18.5	-27.4		
ER	20	50	129	5.2	12.9	26	44	128	6.8	11.4	-30.7	11.5	1	1
ECR	71	142	102	23.2	46.4	73	142	112	21.7	42.1	6.6	9.2	10	
ECOR	25	51	43	19.4	39.5	13	17	51	8.4	11.0	56.4	72.1		
NR	180	310	330	18.2	31.3	193	335	325	19.8	34.4	-8.9	-9.7		6
NCR	80	128	52	51.0	81.5	88	161	58	50.3	92.0	1.3	-12.8	5	
NER	53	85	108	16.4	26.2	61	135	112	18.2	40.2	-11.0	-53.2	3	
NFR	51	102	143	11.9	23.8	57	118	149	12.7	26.3	-7.0	-10.8		
NWR	86	128	119	24.1	35.9	103	141	115	29.8	40.8	-23.6	-13.7		
SR	53	109	177	10.0	20.5	78	179	189	13.8	31.6	-38.1	-54.1		
SCR	49	79	219	7.4	12.0	47	114	227	6.9	16.7	7.3	-39.4	1	
SER	6	23	54	3.7	14.1	14	35	56	8.3	20.8	-126.4	-47.6		1
SECR	8	17	22	12.1	25.8	9	16	23	13.2	23.5	-9.2	8.7		
SWR	41	66	118	11.5	18.6	78	141	132	19.7	35.6	-70.5	-91.5		
WR	29	61	114	8.5	17.8	60	126	117	17.0	35.8	-101.0	-100.7		
WCR	89	213	117	25.4	60.7	135	330	107	42.2	103.1	-66.4	-69.9		
KR	4	6					0							
DLW							16							
DMW							0							
IR	910	1697	1966	15.4	28.8	1114	2216	2023	18.4	36.5	-19.0	-26.9	20	8