

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

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

नई दिल्ली, दिनांक 01.07.2016


मुख्य यंत्रिक अभियंता,
Chief Mechanical Engineers,
सभी भारतीय रेलें।
All Indian Railways.

विषय जुलाई 2016 माह की डीजल इंजनों की उपलब्धता लक्ष्य विवरणिका।
Sub **Diesel loco availability targets for July, 2016.**

बड़ी लाइन एवं छोटी लाइन के लिए जुलाई 2016 की डीजल इंजनों 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 2016 as per sheets enclosed.

संलग्न यथोक्त।
DA: As above.


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

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

BG DIESEL LOCO AVAILABILITY TARGETS FOR JULY 2016

| | | CR | ER | ECR | ECOR | NR | NCR | NER | NFR | NWR | SR | SCR | SER | SECR | SWR | WR | WCR | Total |
|-----|--------------------------------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| 1 | Holding as on 1.6.2016 | 311 | 324 | 312 | 257 | 570 | 137 | 231 | 399 | 260 | 303 | 604 | 289 | 153 | 341 | 429 | 393 | 5313 |
| 2 | Commissioned June 2016 | 0 | 1 | 1 | 3 | 1 | 0 | 5 | 1 | 2 | 0 | 4 | 0 | 0 | 4 | 2 | 0 | 24 |
| 2.1 | Cumulative upto June 2016 | 2 | 2 | 3 | 6 | 4 | 0 | 8 | 6 | 5 | 0 | 6 | 5 | 1 | 9 | 5 | 5 | 67 |
| 3 | Condemned June 2016 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 |
| 3.1 | Cumulative upto June 2016 | 3 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 3 | 22 |
| 4 | Transfers June 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.7.2016 (1+2-3+4) | 311 | 325 | 313 | 260 | 571 | 129 | 236 | 400 | 262 | 303 | 608 | 289 | 153 | 345 | 430 | 390 | 5325 |
| 6a | Accident damaged (u/r) | 0 | 1 | 1 | 1 | 6 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 7 | 3 | 24 |
| 6b | For condemnation | 2 | 7 | 2 | 0 | 63 | 4 | 0 | 24 | 0 | 0 | 1 | 5 | 1 | 6 | 0 | 14 | 129 |
| 6c | Locos in inferior services | 18.0 | 0.0 | 9.0 | 1.0 | 0.0 | 7.0 | 1.0 | 0.0 | 5.0 | 0.0 | 47.0 | 0.0 | 0.0 | 10.0 | 26.0 | 2 | 126 |
| 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) | 291 | 317 | 301 | 258 | 498 | 117 | 234 | 376 | 256 | 301 | 559 | 284 | 151 | 329 | 397 | 371 | 5040 |
| 8 | Ineffective %age | HHP locos - 5%, WDP1 & WDP3A - 12.5%, All other locos - 10% (Heavy repair & Minor repair both same) | | | | | | | | | | | | | | | | |
| 8a | Locos ineffective | 22.7 | 28.9 | 26.8 | 23.1 | 45.6 | 10.7 | 20.0 | 28.2 | 16.3 | 27.2 | 45.8 | 25.0 | 11.2 | 19.6 | 30.5 | 33.2 | 414.6 |
| 9 | Locos available (7-8) | 268.3 | 288.1 | 274.3 | 234.9 | 452.4 | 106.3 | 214.1 | 347.9 | 239.7 | 273.0 | 513.2 | 259.1 | 139.8 | 309.4 | 366.5 | 337.8 | 4625.4 |
| 10 | Passenger Link | 120.0 | 124.0 | 108.0 | 53.0 | 306.0 | 59.0 | 122.0 | 172.0 | 115.0 | 218.0 | 233.0 | 55.0 | 24.0 | 132.0 | 122.0 | 104 | 2067 |
| 11 | Available for freight (9-10) | 148.3 | 164.1 | 166.3 | 181.9 | 146.4 | 47.3 | 92.1 | 175.9 | 124.7 | 55.9 | 280.2 | 204.1 | 115.8 | 177.4 | 244.5 | 233.8 | 2558.4 |
| 12 | For minor repair (5/10%) | 9.9 | 13.8 | 13.7 | 15.6 | 11.8 | 3.8 | 7.0 | 11.5 | 6.4 | 3.9 | 19.6 | 17.1 | 8.2 | 8.8 | 16.6 | 21.2 | 189.0 |
| 13 | FREIGHT TARGET | 138.4 | 150.3 | 152.6 | 166.3 | 134.5 | 43.5 | 85.0 | 164.3 | 118.3 | 51.9 | 260.6 | 186.9 | 107.6 | 168.6 | 227.9 | 212.6 | 2369.4 |
| 14 | Allotment June 2016 | 0 | 1 | 1 | 3 | 1 | 0 | 5 | 1 | 2 | 0 | 4 | 0 | 0 | 4 | 2 | 0 | 24 |
| 14a | Cum. allotment June 2016 | 2 | 2 | 3 | 6 | 4 | 0 | 8 | 6 | 5 | 0 | 6 | 5 | 1 | 9 | 5 | 5 | 67 |
| 15 | Allotment of locos to Rlys | | | | | | | | | | | | | | | | | |
| | WDM3A/C/D | | | | 1 | | | | | | | | | | | | 5 | 1 |
| | WDG4 | 1 | 2 | 3 | 5 | 1 | 0 | 8 | 4 | 5 | | 3 | 3 | | 6 | | | 46 |
| | WDG3A | | | | | | | | | | | | | | | | | 0 |
| | WDP4 | 1 | | | | 3 | | | 2 | | | 3 | 2 | 1 | 3 | 5 | | 20 |
| | Total | 2 | 2 | 3 | 6 | 4 | 0 | 8 | 6 | 5 | 0 | 6 | 5 | 1 | 9 | 5 | 5 | 67 |
| 16 | Under Commissioning by Rlys. | | | | | | | | | | | | | | | | | |
| | WDM3A/C/D | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 |
| | WDG4 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 |
| | WDG3A | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 |
| | WDP4 | 0 | 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 | 0 | 0 | 0 | 0 |
| 17 | Accident damaged locos | | | | | | | | | | | | | | | | | |
| | WDM2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| | WDG4 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| | WDP4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | WDG3A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WDP1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 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 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| | Total | 0 | 1 | 1 | 1 | 6 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 7 | 3 | 24 |
| 18 | Under condemnation | | | | | | | | | | | | | | | | | |
| | WDM2 | 2 | 7 | 2 | 0 | 63 | 4 | 0 | 24 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 14 | 128 |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 2 | 7 | 2 | 0 | 63 | 4 | 0 | 24 | 0 | 0 | 1 | 5 | 1 | 6 | 0 | 14 | 129 |

| Locos commissioned in 2016-17 (Upto last month) | | | | | | |
|---|---|-------|-----|---------|-----------------------------|-------|
| | WDG4 | WDM2G | NRC | WDM3C/D | WDP4 | TOTAL |
| Locos commissioned (upto last month) | 46 | | | 1 | 20 | 67 |
| | 70122,35,90, 70480,81,84-89,91-93,95-515,17,18,20-23,30-33,40 | | | 11549 | 40299,306,13-15,17-26,28-32 | |

Availability Target for July 2016 (BG)

| Rly | SHED | Total Loco Holding | Locos Deleted | Locos in inferior service | Effective Loco Holding | Locos in eff. heavy rep. | Locos net available | Locos on M/E Link | Locos available for Goods | Locos in eff. minor rep. | Availability Target | | | Total Goods | |
|-----|---------|--------------------|---------------|---------------------------|------------------------|--------------------------|---------------------|-------------------|---------------------------|--------------------------|---------------------|--------|--------|--|--|
| | | | | | | | | | | | ALCO | HHP | Total | | |
| CR | PA | 201 | 2 | 14 | 185 | 13.9 | 171.2 | 80 | 91.2 | 5.3 | 12.8 | 73.1 | 85.9 | 18660,17991 (for cond) | |
| | KYN | 93 | 0 | 0 | 93 | 7.6 | 85.5 | 40 | 45.5 | 3.5 | 21.2 | 20.8 | 42.0 | | |
| | CLA | 17 | 0 | 4 | 13 | 1.3 | 11.7 | 0 | 11.7 | 1.2 | 10.5 | 0.0 | 10.5 | | |
| | TOTAL | 311 | 2 | 18 | 291 | 22.7 | 268.3 | 120 | 148.3 | 9.9 | 44.6 | 93.9 | 138.4 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ER | HMW | 57 | 1 | 0 | 56 | 5.6 | 50.4 | 37 | 13.4 | 1.3 | 12.1 | 0.0 | 12.1 | 11547 (for rep) | |
| | BWN | 63 | 3 | 0 | 60 | 6.0 | 54.0 | 43 | 11.0 | 1.1 | 9.9 | 0.0 | 9.9 | 17916 (for cond); 17925,926 (o/aged for cond) | |
| | UDL | 150 | 0 | 0 | 150 | 12.5 | 137.5 | 11 | 126.5 | 10.3 | 71.1 | 45.1 | 116.2 | new com 70488 | |
| | JMP | 55 | 4 | 0 | 51 | 4.8 | 46.2 | 33 | 13.2 | 1.1 | 8.5 | 3.6 | 12.1 | 17933,934,960,17920 (o/aged for cond) | |
| | TOTAL | 325 | 8 | 0 | 317 | 28.9 | 288.1 | 124 | 164.1 | 13.8 | 101.5 | 48.7 | 150.3 | | |
| ECR | PTRU | 127 | 2 | 0 | 125 | 10.0 | 115.1 | 22 | 93.1 | 7.0 | 42.7 | 43.3 | 86.0 | For rep 1 (for cond); 40230 (for rep); New com 70520 | |
| | MGS | 88 | 0 | 9 | 59 | 5.2 | 53.8 | 26 | 27.8 | 2.1 | 13.1 | 12.6 | 25.7 | | |
| | SPJ | 118 | 1 | 0 | 117 | 11.6 | 105.4 | 60 | 45.4 | 4.5 | 40.9 | 0.0 | 40.9 | | |
| | TOTAL | 313 | 3 | 9 | 301 | 26.8 | 274.3 | 108 | 166.3 | 13.7 | 96.6 | 56.0 | 152.6 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ECO | VSKP | 260 | 1 | 1 | 258 | 23.1 | 234.9 | 53 | 181.9 | 15.6 | 117.5 | 48.7 | 166.3 | 17539 (for cond) | |
| | TOTAL | 260 | 1 | 1 | 258 | 23.1 | 234.9 | 53 | 181.9 | 15.6 | 117.5 | 48.7 | 166.3 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| NR | TKD | 160 | 5 | 0 | 155 | 14.6 | 140.4 | 136 | 4.4 | 0.4 | 4.0 | 0.0 | 4.0 | 15031,1027 (for rep) 40122+1 RDSO 1 | |
| | LDH | 178 | 23 | 0 | 155 | 15.5 | 139.5 | 79 | 60.5 | 6.1 | 54.5 | 0.0 | 54.5 | 1 loco RDSO Trial; for cond 22 locos | |
| | LKO | 183 | 20 | 0 | 163 | 13.1 | 150.0 | 78 | 72.0 | 4.4 | 14.3 | 53.2 | 67.6 | 16 loco (o/aged for cond) 1 (RDSO); 11226,12300,292 (for rep); New com 70486 | |
| | SSB | 50 | 25 | 0 | 25 | 2.5 | 22.5 | 13 | 9.5 | 1.0 | 8.6 | 0.0 | 8.6 | | |
| | TOTAL | 574 | 73 | 0 | 498 | 45.6 | 452.4 | 306 | 146.4 | 11.8 | 81.3 | 53.2 | 134.5 | | |
| NCR | JHS | 121 | 4 | 0 | 117 | 10.7 | 106.3 | 59 | 47.3 | 3.8 | 26.3 | 17.1 | 43.5 | For rep 6 (for cond); 4 (o/aged for cond); 59 New com 1 (Condemed) | |
| | AGC | 8 | 1 | 7 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18869,731,739 (for cond); 16228 (for rep) | |
| | TOTAL | 129 | 5 | 7 | 117 | 10.7 | 106.3 | 59 | 47.3 | 3.8 | 26.3 | 17.1 | 43.5 | 17306 (o/aged for cond); 17343,629,759,396,563,535+2 locos (o/aged for cond) | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| NE | GD | 163 | 0 | 1 | 162 | 15.3 | 146.8 | 95 | 51.8 | 4.7 | 37.2 | 9.9 | 47.1 | For rep 1 (for cond); New com 70530,31,32,33,40 | |
| | IZN | 73 | 1 | 0 | 72 | 4.7 | 67.3 | 27 | 40.3 | 2.4 | 6.3 | 31.6 | 37.9 | | |
| | TOTAL | 236 | 1 | 1 | 234 | 20.0 | 214.1 | 122 | 92.1 | 7.0 | 43.5 | 41.5 | 85.0 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| NF | MILDT | 93 | 7 | 0 | 86 | 8.4 | 77.6 | 62 | 15.6 | 1.4 | 10.6 | 3.6 | 14.2 | 17630,70,705,264,485,17745 (o/aged for cond); 16515 (for cond) | |
| | NGC | 126 | 17 | 0 | 109 | 10.7 | 98.3 | 40 | 58.3 | 5.6 | 49.1 | 3.6 | 52.7 | 18799,16847 (for cond); 16488,17579,625,204,90,408,19,70,839,18434,790 (o/aged for cond) | |
| | SGUJ | 181 | 0 | 0 | 181 | 9.1 | 172.0 | 70 | 102.0 | 4.5 | 10.8 | 108.3 | 97.5 | New com 70521 | |
| | TOTAL | 400 | 24 | 0 | 376 | 28.2 | 347.9 | 172 | 175.9 | 11.5 | 48.8 | 115.5 | 164.3 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| NWR | BGKT | 159 | 1 | 3 | 155 | 7.6 | 147.4 | 52 | 95.4 | 4.8 | 0.4 | 90.3 | 90.6 | 12271 (for rep) | |
| | ABR | 103 | 0 | 2 | 101 | 8.7 | 92.3 | 63 | 29.3 | 1.6 | 2.4 | 25.3 | 27.7 | 3 locos RDSO Trial; New com 70522,23 | |
| | TOTAL | 262 | 1 | 5 | 256 | 16.3 | 239.7 | 115 | 124.7 | 6.4 | 2.4 | 115.5 | 118.3 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SR | ED | 142 | 1 | 0 | 141 | 13.1 | 128.0 | 99 | 29.0 | 2.4 | 16.7 | 9.9 | 26.6 | 17467 (on hire) | |
| | ERS | 45 | 0 | 0 | 45 | 4.5 | 40.5 | 38 | 2.5 | 0.3 | 2.3 | 0.0 | 2.3 | | |
| | GOC | 96 | 0 | 0 | 96 | 7.7 | 88.3 | 64 | 24.3 | 1.3 | 0.4 | 22.6 | 23.0 | 17805 (on hire) | |
| | TNP | 20 | 1 | 0 | 19 | 1.9 | 17.1 | 17 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | | |
| | TOTAL | 303 | 2 | 0 | 301 | 27.2 | 273.9 | 218.0 | 55.9 | 3.9 | 3.9 | 19.5 | 32.5 | | |
| SC | KZJ | 178 | 0 | 14 | 164 | 12.8 | 151.3 | 52 | 99.3 | 6.5 | 26.9 | 65.9 | 117.7 | New com 40328 | |
| | GY | 193 | 0 | 0 | 193 | 12.6 | 180.4 | 55 | 37.1 | 7.7 | 25.7 | 92.1 | 117.7 | New com 70507,509,510 | |
| | GTL | 120 | 0 | 9 | 111 | 11.0 | 100.1 | 63 | 37.1 | 3.6 | 30.8 | 2.7 | 33.5 | 16336 (for rep) | |
| | MLY | 83 | 1 | 11 | 71 | 7.1 | 63.9 | 47 | 16.9 | 1.7 | 15.2 | 0.0 | 15.2 | 15013 (for cond) | |
| | TOTAL | 608 | 2 | 47 | 559 | 45.8 | 513.2 | 233.0 | 280.2 | 19.6 | 100.0 | 160.6 | 260.6 | | |
| SE | BNDM | 100 | 1 | 0 | 99 | 9.9 | 89.1 | 12 | 77.1 | 7.7 | 69.4 | 0.0 | 69.4 | 17718,761,867,923 (o/aged for cond) | |
| | BKSC | 56 | 4 | 0 | 52 | 5.2 | 46.8 | 12 | 34.8 | 5.9 | 23.9 | 62.3 | 86.2 | For rep 0 (for cond); 0 (o/aged for cond); 5 New com 0 (Condemed) | |
| | TOTAL | 289 | 5 | 0 | 284 | 25.0 | 259.1 | 55 | 204.1 | 17.1 | 124.7 | 62.3 | 186.9 | 17816 loco (o/aged for cond); 12497 (for rep) | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| R | KJM | 145 | 6 | 10 | 129 | 9.6 | 119.4 | 97 | 22.4 | 1.3 | 3.9 | 17.1 | 21.1 | 16685,87,17751,76,17902,930 (o/aged for cond); New com 40329,30 | |
| | HUBLI | 200 | 0 | 0 | 200 | 10.0 | 190.0 | 35 | 155.0 | 7.4 | 1.4 | 148.9 | 147.6 | New com 70506,508 | |
| | TOTAL | 345 | 6 | 10 | 329 | 19.6 | 309.4 | 132 | 177.4 | 8.8 | 3.9 | 166.1 | 168.6 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WR | RTM | 123 | 2 | 16 | 105 | 10.0 | 95.0 | 62 | 33.0 | 3.3 | 29.7 | 0.0 | 29.7 | 11532,16196 (for rep); New com 40331,332 | |
| | VTA | 127 | 1 | 0 | 126 | 12.2 | 113.8 | 60 | 53.8 | 5.4 | 48.4 | 0.0 | 48.4 | 13278 (for rep); 1 loco condemned | |
| | SBI | 180 | 4 | 10 | 166 | 8.3 | 157.7 | 0 | 157.7 | 7.9 | 0.0 | 149.8 | 149.8 | 50002,12447,12241,12906 (for rep) | |
| | TOTAL | 430 | 7 | 26 | 397 | 30.5 | 366.5 | 122 | 244.5 | 17 | 78.1 | 149.8 | 227.9 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WCR | ET | 160 | 12 | 2 | 146 | 13.0 | 133.1 | 76 | 57.1 | 5.7 | 51.3 | 0.0 | 51.3 | For rep 7 (for cond); 0 (o/aged for cond); 0 New com 2 (Condemed) | |
| | NKJ | 230 | 5 | 0 | 225 | 20.3 | 204.8 | 28 | 176.8 | 15.5 | 120.6 | 40.6 | 161.2 | 10 locos (o/aged for cond); 40041,40214 (for rep); 17819,20,28 (o/aged for cond) | |
| | TOTAL | 390 | 17 | 2 | 371 | 33.2 | 337.8 | 104 | 233.8 | 21.2 | 171.9 | 40.6 | 212.6 | 12978 (rep); 4 locos (for cond) | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | For rep | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| IR | TOTAL | 5325 | 159 | 126 | 5040 | 414.6 | 4625.4 | 2067.0 | 2558.4 | 189.0 | 1104.2 | 1270.7 | 2369.4 | | |
| | For rep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

LOCOS TEMPORARILY DELETED

| SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-7-2016 | | | | | | | | | | |
|--|--------------|-----------|------------|-----------|-----------|------------|-----------|------------|-----------|------------|
| RLY | SHED | WDM2 | WDG3A | WDP1 | WDP3A | WDM3A | WDM3D | WDG4 | WDP4 | TOTAL |
| CR | PA | 11 | 34 | | | 27 | 36 | 81 | 12 | 201 |
| | KYN | 0 | 37 | | | 0 | 21 | 23 | 12 | 93 |
| | CLA | 5 | 5 | | | 7 | 0 | 0 | | 17 |
| | Total | 16 | 76 | 0 | 0 | 34 | 57 | 104 | 24 | 311 |
| ER | HWH | 3 | 0 | | | 31 | 23 | | | 57 |
| | BWN | 10 | | | | 53 | | | | 63 |
| | UDL | 0 | 80 | | | 20 | | 50 | | 150 |
| | JMP | 9 | | | | 40 | | 4 | 2 | 55 |
| | Total | 22 | 80 | 0 | 0 | 144 | 23 | 54 | 2 | 325 |
| ECR | PTRU | 3 | 45 | | | 27 | | 48 | 4 | 127 |
| | MGS | 21 | 0 | | | 33 | | 14 | | 68 |
| | SAMAS | 1 | 39 | | | 31 | 45 | | 2 | 118 |
| | Total | 25 | 84 | 0 | 0 | 91 | 45 | 62 | 6 | 313 |
| ECOR | VSKP | 13 | 132 | | | 46 | 14 | 55 | | 260 |
| NR | TKD | 0 | 0 | 44 | 26 | 38 | 0 | | 52 | 160 |
| | LDH | 20 | 49 | | | 109 | 0 | | | 178 |
| | LKO | 16 | 18 | | 0 | 23 | 58 | 61 | 7 | 183 |
| | SSB | 33 | 0 | | | 17 | 0 | | | 50 |
| | Total | 69 | 67 | 44 | 26 | 187 | 58 | 61 | 59 | 571 |
| NCR | JHS | 1 | 30 | | | 41 | 29 | 19 | 1 | 121 |
| | AGC | 8 | | | | 0 | | | | 8 |
| | TOTAL | 9 | 30 | 0 | 0 | 41 | 29 | 19 | 1 | 129 |
| NER | GD | 13 | 5 | | | 111 | 15 | 11 | 8 | 163 |
| | IZN | 0 | | | | | 22 | 36 | 15 | 73 |
| | Total | 13 | 5 | 0 | 0 | 111 | 37 | 47 | 23 | 236 |
| NFR | MLDT | 30 | 0 | | | 40 | 19 | 4 | | 93 |
| | NGC | 34 | 56 | | | 16 | 16 | 4 | | 126 |
| | SGUJ | | | | | | | 120 | 61 | 181 |
| | Total | 64 | 56 | 0 | 0 | 56 | 35 | 128 | 61 | 400 |
| NWR | BGKT | | | | | | | 101 | 58 | 159 |
| | ABR | 17 | | | | 58 | | 28 | | 103 |
| | Total | 17 | 0 | 0 | 0 | 58 | 0 | 129 | 58 | 262 |
| SR | ED | 8 | 42 | | | 20 | 51 | 11 | 10 | 142 |
| | ERS | 6 | 9 | | | 30 | | | | 45 |
| | GOC | 13 | 18 | | 14 | 6 | 0 | 25 | 20 | 96 |
| | TNP | 10 | 4 | | | 6 | | | | 20 |
| | Total | 37 | 73 | 0 | 14 | 62 | 51 | 36 | 30 | 303 |
| SCR | KZJ | 14 | 53 | 0 | | 38 | | 73 | | 178 |
| | GY | 0 | 23 | | | 10 | 26 | 102 | 32 | 193 |
| | GTL | 9 | 59 | | | 24 | 25 | 3 | | 120 |
| | MLY | 11 | 41 | | | 31 | | | | 83 |
| | BZA | 17 | | 17 | | 0 | | | | 34 |
| | Total | 51 | 176 | 17 | 0 | 103 | 51 | 178 | 32 | 608 |
| SER | KGP | 2 | 64 | | | 34 | | | | 100 |
| | BNDM | 0 | 18 | | | 31 | 15 | 69 | | 133 |
| | BKSC | 15 | 20 | | | 21 | | | | 56 |
| | Total | 17 | 102 | 0 | 0 | 86 | 15 | 69 | 0 | 289 |
| SECR | R | 3 | 41 | | | 30 | 0 | 72 | 7 | 153 |
| SWR | KJM | 6 | 38 | | | 31 | 4 | 19 | 47 | 145 |
| | HUBLI | | | | | | | 170 | 30 | 200 |
| | Total | 6 | 38 | 0 | 0 | 31 | 4 | 189 | 77 | 345 |
| WR | RTM | 17 | | | | 72 | 24 | 0 | 10 | 123 |
| | VTA | | 63 | | | 29 | 27 | | 8 | 127 |
| | SBI | 10 | | | | | | 170 | 0 | 180 |
| | Total | 27 | 63 | 0 | 0 | 101 | 51 | 170 | 18 | 430 |
| WCR | ET | 11 | | | | 71 | 43 | | 35 | 160 |
| | NKJ | 5 | 122 | | | 49 | 8 | 46 | | 230 |
| | Total | 16 | 122 | 0 | 0 | 120 | 51 | 46 | 35 | 390 |
| IR | | 405 | 1145 | 61 | 40 | 1301 | 521 | 1419 | 433 | 5325 |

| MG DIESEL LOCO AVAILABILITY TARGETS FOR JULY 2016 | | | | | | | | |
|---|---|------|------|---------|------|-----|-------|------------|
| | | ECR | NER | NFR | NWR | SR | WR | Total |
| 1 | Holding as on 1.6.2016 | 39 | 64 | 66 | 23 | 5 | 62 | 259 |
| 2 | Commissioned June 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2.1 | Cumulative upto June 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Condemned June 2016 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3.1 | Cumulative upto June 2016 | 0 | 2 | 0 | 2 | 0 | 0 | 4 |
| 4 | Transfers June 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.7.2016 (1+2-3+4) | 39 | 63 | 66 | 23 | 5 | 62 | 258 |
| 6a | Accident damaged (u/r) | 19 | 41 | 0 | 0 | 0 | 0 | 60 |
| 6b | Formal condemnation | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6c | Locos in inferior services | 0 | 3 | 0 | 0 | 0 | 11 | 14 |
| 6c | MISC/ RDSO TRIALS/GRS | 0 | 0 | 66 | 11 | 0 | 3 | 80 |
| 7 | EFFECTIVE ON LINE (5-6) | 20 | 19 | 0 | 12 | 5 | 48 | 104 |
| 8 | Ineffective %age (target) | 10 | 12.5 | 10/12.5 | 15 | 10 | 10/15 | 10/12.5/15 |
| 8a | Locos ineffective | 2.0 | 1.9 | 0.0 | 1.8 | 0.5 | 5.4 | 11.6 |
| 9 | Locos available (7-8) | 18.0 | 17.1 | 0.0 | 10.2 | 4.5 | 42.6 | 92.4 |
| 10 | Passenger Link | 11.0 | 15.0 | 0.0 | 10.0 | 2.0 | 43.0 | 81 |
| 11 | Available for freight (9-10) | 7.0 | 2.1 | 0.0 | 0.2 | 2.5 | -0.4 | 11.4 |
| 12 | Locos for minor repair (10 %) | 0.7 | 0.2 | 0.0 | 0.0 | 0.3 | 0.0 | 1.1 |
| 13 | Net freight TARGET | 6.3 | 1.9 | 0.0 | 0.2 | 2.3 | -0.4 | 10.3 |
| 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 2016 (MG) | | | | | | | | | | | | | |
|--|-------------|--------------------|---------------------|-----------------|---------------------------|------------------------|-------------------------|---------------------|-------------------|---------------------------|-------------------------|---------------------------|-----------------------------|
| Rly | 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 | LOCOS TEMPORARILY DELETED |
| ECR | Narkatagunj | 39 | 19 | 0 | 0 | 20 | 2.0 | 18.0 | 11 | 7.0 | 0.7 | 6.3 | 19 locos (For cond) |
| NE | GD | 7 | 7 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 6424 (Condemned) |
| | IZN | 56 | 34 | 0 | 3 | 19 | 1.9 | 17.1 | 15 | 2.1 | 0.2 | 1.9 | 6419, 6475, 6518 (for cond) |
| | TOTAL | 63 | 41 | 0 | 3 | 19 | 1.9 | 17.1 | 15 | 2.1 | 0.2 | 1.9 | |
| 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 | 23 | 0 | 11 | 0 | 12 | 1.8 | 10.2 | 10 | 0 | 0 | 0 | 6426, 6499 (Sold to RITES) |
| 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 | 8 | 12 | 1.8 | 10.2 | 14.0 | -3.8 | -0.4 | -3.4 | |
| | GIM | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | |
| | Total | 62 | 0 | 3 | 11 | 48 | 5 | 42.6 | 43 | -0.4 | 0 | -0.4 | |
| IR | TOTAL | 258 | 60 | 80 | 14 | 104.0 | 11.6 | 92.4 | 81 | 11.4 | 1.1 | 10.3 | |