

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

संख्या : 2013/एम(एल)/467/2

नई दिल्ली, दिनांक 12.08.2016

मुख्य यांत्रिक अभियंता,  
सभी भारतीय रेलें।

Chief Mechanical Engineers,  
All Indian Railways.

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

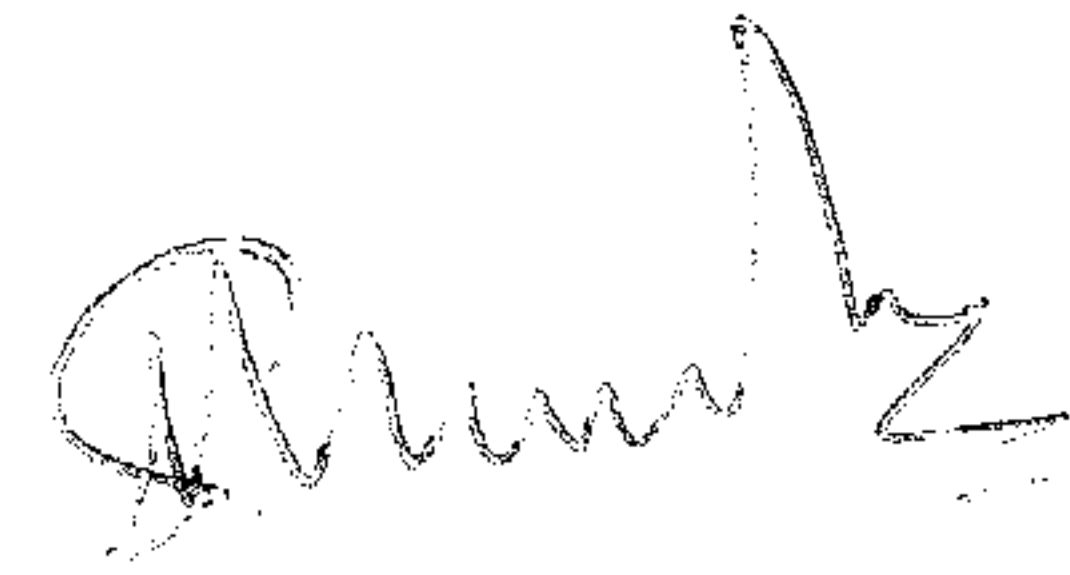
**Sub: Punctuality loss of Mail / Express on diesel locos.**

जुलाई 2016 की अवधि में मेल/एक्सप्रेस गाड़ियों के डीजल इंजनों के समय निष्पादन के आंकड़े जो कि पिछले वर्ष की इसी अवधि के तुलनात्मक, क्षेत्र वार एवं शेड वार 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 July 2016 as compared with same period of previous year.

संलग्न: यथोक्त।

DA: As above.



(एस. मुरली )

सहायक यांत्रिक अभियंता (कर्षण)  
रेलवे बोर्ड

**SHEDWISE PUNCTUALITY PERFORMANCE OF DIESEL LOCOS (BG) 2016-17 (Apr'15 - July'16)**

Rly	Shed	Apr'15 To July'15			July'16			Apr'16 To July'16			
		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	% Imp.(+)/D et.(-)
CR	PA	44	83	13.3	10	80	12.5	36	81	11.1	16.2
	KYN	28	37	18.8	7	40	17.5	27	44	15.3	18.8
	<b>Total</b>	<b>72</b>	<b>120</b>	<b>15.0</b>	<b>17</b>	<b>120</b>	<b>14.2</b>	<b>63</b>	<b>125</b>	<b>12.6</b>	<b>16.0</b>
ER	HWH	17	37	11.5	2	37	5.4	6	37	4.1	64.7
	BWN	10	43	5.8	2	43	4.7	6	43	3.5	39.7
	UDL	9	15	15.0	1	11	9.1	4	14	7.1	52.4
	JMP	2	33	1.5	1	33	3.0	3	33	2.3	-50.0
	<b>Total</b>	<b>38</b>	<b>128</b>	<b>7.4</b>	<b>6</b>	<b>124</b>	<b>4.8</b>	<b>19</b>	<b>127</b>	<b>3.7</b>	<b>49.5</b>
ECR	PTRU	12	25	12.0	4	22	18.2	9	24	9.6	20.2
	MGS	18	28	16.1	8	26	30.8	27	28	24.5	-52.7
	SPJ	29	60	12.1	9	60	15.0	30	62	12.2	-0.9
	<b>Total</b>	<b>59</b>	<b>113</b>	<b>13.1</b>	<b>21</b>	<b>108</b>	<b>19.4</b>	<b>66</b>	<b>113</b>	<b>14.7</b>	<b>-12.4</b>
ECOR	VSKP	11	52	5.3	2	53	3.8	9	53	4.2	20.5
NR	TKD	53	136	9.8	22	136	16.2	70	137	12.8	-30.9
	LDH	48	91	13.2	10	79	12.7	28	82	8.6	35.2
	LKO	71	74	24.1	16	78	20.5	56	75	18.8	21.9
	SSB	1	25	1.0	1	13	7.7	1	16	1.6	-61.3
	<b>Total</b>	<b>173</b>	<b>325</b>	<b>13.3</b>	<b>49</b>	<b>306</b>	<b>16.0</b>	<b>155</b>	<b>309</b>	<b>12.6</b>	<b>5.6</b>
NCR	JHS	58	56	25.9	11	59	18.6	39	59	16.5	36.2
	AGC	3	2	33.3	0	0	0.0	0	0	0.0	100.0
	<b>Total</b>	<b>61</b>	<b>58</b>	<b>26.2</b>	<b>11</b>	<b>59</b>	<b>18.6</b>	<b>39</b>	<b>59</b>	<b>16.5</b>	<b>36.9</b>
NER	GD	35	90	9.7	12	95	12.6	37	97	9.5	2.2
	IZN	21	22	23.9	4	27	14.8	23	28	20.7	13.2
	<b>Total</b>	<b>56</b>	<b>112</b>	<b>12.5</b>	<b>16</b>	<b>122</b>	<b>13.1</b>	<b>60</b>	<b>125</b>	<b>12.0</b>	<b>4.0</b>
NFR	MLDT	19	59	8.1	3	62	4.8	13	62	5.2	34.9
	NGC	21	35	15.0	3	40	7.5	9	40	5.6	62.5
	SGUJ	26	56	11.7	7	70	10.0	21	69	7.6	35.3
	<b>Total</b>	<b>66</b>	<b>150</b>	<b>11.0</b>	<b>13</b>	<b>172</b>	<b>7.6</b>	<b>43</b>	<b>171</b>	<b>6.3</b>	<b>43.1</b>
NWR	BGKT	47	49	24.1	10	52	19.2	42	54	19.6	18.6
	ABR	32	66	12.1	8	63	12.7	36	63	14.3	-18.3
	<b>Total</b>	<b>79</b>	<b>115</b>	<b>17.2</b>	<b>18</b>	<b>115</b>	<b>15.7</b>	<b>78</b>	<b>117</b>	<b>16.7</b>	<b>2.5</b>
SR	ED	38	76	12.5	6	99	6.1	19	100	4.8	61.8
	ERS	4	34	3.0	4	38	10.5	8	38	5.3	-77.6
	GOC	28	66	10.7	1	64	1.6	24	64	9.4	12.3
	TNP	4	15	6.7	1	17	5.9	2	16	3.1	53.8
	<b>Total</b>	<b>74</b>	<b>191</b>	<b>9.7</b>	<b>12</b>	<b>218</b>	<b>5.5</b>	<b>53</b>	<b>218</b>	<b>6.1</b>	<b>37.4</b>
SCR	KZJ	12	50	6.0	1	52	1.9	10	51	4.9	18.7
	GY	15	53	7.1	2	55	3.6	15	55	6.8	4.5
	GTL	10	59	4.3	1	63	1.6	9	63	3.6	16.4
	MLY	13	49	6.6	1	47	2.1	7	47	3.7	43.9
	BZA	1	17	1.5	0	16	0.0	0	16	0.0	100.0
	<b>Total</b>	<b>51</b>	<b>227</b>	<b>5.6</b>	<b>5</b>	<b>233</b>	<b>2.1</b>	<b>41</b>	<b>232</b>	<b>4.4</b>	<b>21.4</b>
SER	KGP	6	17	8.8	0	12	0.0	2	16	3.2	64.0
	BNDM	14	31	11.3	3	31	9.7	3	31	2.4	78.6
	BKSC	2	8	6.3	1	12	8.3	1	12	2.1	66.7
	<b>Total</b>	<b>22</b>	<b>56</b>	<b>9.8</b>	<b>4</b>	<b>55</b>	<b>7.3</b>	<b>6</b>	<b>59</b>	<b>2.6</b>	<b>74.0</b>
SECR	R	11	23	12.0	5	24	20.8	7	24	7.3	39.0
SWR	KJM	61	109	14.1	3	97	3.1	27	98	6.9	50.7
	UBL	10	24	10.4	6	35	17.1	29	35	20.7	-98.9
	<b>Total</b>	<b>71</b>	<b>133</b>	<b>13.4</b>	<b>9</b>	<b>132</b>	<b>6.8</b>	<b>56</b>	<b>133</b>	<b>10.6</b>	<b>21.1</b>
WR	RTM	30	67	11.2	6	62	9.7	29	65	11.1	0.7
	VTA	30	50	14.9	4	60	6.7	16	54	7.4	50.4
	SBI	1	0	0.0	0	0	0.0	7	0	0.0	0.0
	<b>Total</b>	<b>61</b>	<b>117</b>	<b>13.0</b>	<b>10</b>	<b>122</b>	<b>8.2</b>	<b>52</b>	<b>119</b>	<b>10.9</b>	<b>16.2</b>
WCR	ET	61	80	19.1	19	76	25.0	51	77	16.6	13.1
	NKJ	40	33	30.8	6	28	21.4	13	29	11.3	63.3
	<b>Total</b>	<b>101</b>	<b>113</b>	<b>22.4</b>	<b>25</b>	<b>104</b>	<b>24.0</b>	<b>64</b>	<b>106</b>	<b>15.1</b>	<b>32.6</b>
DLW	DLW	0	0	0.0	0	0	0.0	0	0	0.0	0.0
IR		1006	2031	12.4	223	2067	10.8	811	2088	9.7	21.6
Mism. by Crew		57			11			54			
Misc./ Others		298			32			145			
IR (G.TOTAL)		1361			266			1010			

**Territory Wise Punctuality Cases On Diesel account - July'2016**

Rly.	APR'15-July-15			APR'16-July-16			% Imp. / Det. of Dir. Cases	% Imp./ Det. of Indirect cases	% Imp. / Det. Of Total cases
	Dir.	Ind.	Total	Dir.	Ind.	Total			
CR	92	102	194	86	143	229	6.5	-40.2	-18.0
ER	21	32	53	19	25	44	9.5	21.9	17.0
ECR	107	105	212	125	172	297	-16.8	-63.8	-40.1
ECOR	34	14	48	20	27	47	41.2	-92.9	2.1
NR	267	222	489	189	241	430	29.2	-8.6	12.1
NCR	107	147	254	89	128	217	16.8	12.9	14.6
NER	83	76	159	68	58	126	18.1	23.7	20.8
NFR	67	55	122	53	43	96	20.9	21.8	21.3
NWR	114	66	180	86	51	137	24.6	22.7	23.9
SR	70	79	149	45	44	89	35.7	44.3	40.3
SCR	84	64	148	45	40	85	46.4	37.5	42.6
SER	5	13	18	3	1	4	40.0	92.3	77.8
SECR	6	5	11	3	1	4	50.0	80.0	63.6
SWR	78	82	160	51	75	126	34.6	8.5	21.3
WR	52	43	95	34	26	60	34.6	39.5	36.8
WCR	143	205	348	77	102	179	46.2	50.2	48.6
KR	31	32	63	17	33	50	45.2	-3.1	20.6
IR	1361	1342	2703	1010	1210	2220	25.8	9.8	17.9

**PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2016-2017**

Rly.	April' 2015-Jul'2015		April' 2016-Jul'2016		%age Improvement /100ML /month	
	No. of PL cases		No. of PL cases			
	Direct	Total	Direct	Total	Direct	Total
CR	98	200	78	206	20.4	-3.0
ER	33	60	25	76	24.2	-26.7
ECR	91	179	102	205	-12.1	-14.5
ECOR	15	22	12	26	20.0	-18.2
NR	233	413	178	376	23.6	9.0
NCR	102	186	71	143	30.4	23.1
NER	77	163	72	161	6.5	1.2
NFR	74	159	55	131	25.7	17.6
NWR	129	200	92	155	28.7	22.5
SR	92	201	64	140	30.4	30.3
SCR	63	140	47	113	25.4	19.3
SER	18	45	5	21	72.2	53.3
SECR	13	21	10	22	23.1	-4.8
SWR	99	173	66	137	33.3	20.8
WR	70	148	53	118	24.3	20.3
WCR	153	373	79	188	48.4	49.6
KR	1	1	1	2		
DLW		19				
DMW						
IR	1361	2703	1010	2220	25.8	17.9

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2016-2017 (LOCO+DEMU)										
Rly.	April' 2015-Jul'2015			April' 2016-Jul'2016			Indirect DMU Cases			2016
	No. of PL cases		Total	No. of PL cases		Total	%age Improvement /100ML /month		2015	
	Direct	Total		Direct	Total		Direct	Total		
CR	98	200	78	205	20.4	-2.5			1	
ER	33	59	25	76	24.2	-28.8		1		
ECR	91	177	102	182	-12.1	-2.8		2	23	
ECOR	15	22	12	26	20.0	-18.2				
NR	233	406	178	361	23.6	11.1		7	15	
NCR	102	183	71	139	30.4	24.0		3	4	
NER	77	163	72	158	6.5	3.1		0	3	
NFR	74	159	55	129	25.7	18.9			2	
NWR	129	200	92	155	28.7	22.5				
SR	92	200	64	140	30.4	30.0		1		
SCR	63	140	47	113	25.4	19.3				
SER	18	44	5	21	72.2	52.3		1		
SECR	13	21	10	22	23.1	-4.8				
SWR	99	173	66	132	33.3	23.7			5	
WR	70	148	53	118	24.3	20.3				
WCR	153	373	79	188	48.4	49.6				
KR	1	1	1	2						
DLW		19								
DMW										
IR	1361	2688	1010	2167	25.8	19.4		15	53	