

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

संख्या : 2013 / एम(एल) / 467 / 2

नई दिल्ली, दिनांक 10.06.2016

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.

मई 2016 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 May 2016 as compared with same period of previous year.

संलग्न: यथोक्त।

DA: As above.


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

| Territory Wise Punctuality Cases On Diesel account - Apr16 to May'2016 | | | | | | | | | |
|--|---------------|------|-------|---------------|------|-------|-----------------------------|--------------------------------|------------------------------|
| Rly. | APR'15-May-15 | | | APR'16-May-16 | | | % Imp. / Det. of Dir. Cases | % Imp./ Det. of Indirect cases | % Imp. / Det. Of Total cases |
| | Dir. | Ind. | Total | Dir. | Ind. | Total | | | |
| CR | 49 | 60 | 109 | 43 | 64 | 107 | 12.2 | -6.7 | 1.8 |
| ER | 10 | 14 | 24 | 6 | 22 | 28 | 40.0 | -57.1 | -16.7 |
| ECR | 47 | 47 | 94 | 62 | 85 | 147 | -31.9 | -80.9 | -56.4 |
| ECOR | 23 | 8 | 31 | 7 | 13 | 20 | 69.6 | -62.5 | 35.5 |
| NR | 166 | 157 | 323 | 75 | 116 | 191 | 54.8 | 26.1 | 40.9 |
| NCR | 55 | 63 | 118 | 51 | 92 | 143 | 7.3 | -46.0 | -21.2 |
| NER | 47 | 39 | 86 | 39 | 33 | 72 | 17.0 | 15.4 | 16.3 |
| NFR | 37 | 28 | 65 | 29 | 17 | 46 | 21.6 | 39.3 | 29.2 |
| NWR | 68 | 38 | 106 | 44 | 27 | 71 | 35.3 | 28.9 | 33.0 |
| SR | 40 | 54 | 94 | 23 | 25 | 48 | 42.5 | 53.7 | 48.9 |
| SCR | 45 | 32 | 77 | 26 | 22 | 48 | 42.2 | 31.3 | 37.7 |
| SER | 1 | 11 | 12 | 1 | 0 | 1 | 0.0 | 100.0 | 91.7 |
| SECR | 4 | 4 | 8 | 2 | 0 | 2 | 50.0 | 100.0 | 75.0 |
| SWR | 51 | 55 | 106 | 31 | 45 | 76 | 39.2 | 18.2 | 28.3 |
| WR | 33 | 23 | 56 | 15 | 9 | 24 | 54.5 | 60.9 | 57.1 |
| WCR | 83 | 135 | 218 | 30 | 39 | 69 | 63.9 | 71.1 | 68.3 |
| KR | 22 | 13 | 35 | 11 | 6 | 17 | 50.0 | 53.8 | 51.4 |
| IR | 781 | 781 | 1562 | 495 | 615 | 1110 | 36.6 | 21.3 | 28.9 |

| SHEDWISE PUNCTUALITY PERFORMANCE OF DIESEL LOCOS (BG) 2016-17 (Apr'16 - May'16) | | | | | | | | | | | |
|---|-------|---------------------|----------------|-----------------|---------------------|----------------|-----------------|---------------------|--------------------|------------------------|--------------------|
| Rly | Shed | Apr'15 To May'15 | | | May'16 | | | Apr'16 To May'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 | 29 | 82 | 17.7 | 7 | 81 | 8.6 | 20 | 81 | 12.3 | 30.2 |
| | KYN | 15 | 38 | 20.0 | 10 | 47 | 21.3 | 15 | 45 | 16.7 | 16.7 |
| | Total | 44 | 120 | 18.4 | 17 | 128 | 13.3 | 35 | 126 | 13.9 | 24.6 |
| ER | HWH | 9 | 37 | 12.2 | 2 | 37 | 5.4 | 3 | 37 | 4.1 | 66.7 |
| | BWN | 6 | 44 | 6.9 | 2 | 43 | 4.7 | 2 | 43 | 2.3 | 66.3 |
| | UDL | 3 | 15 | 10.0 | 2 | 15 | 13.3 | 2 | 15 | 6.7 | 33.3 |
| | JMP | 1 | 33 | 1.5 | 1 | 33 | 3.0 | 2 | 33 | 3.0 | -100.0 |
| | Total | 19 | 129 | 7.4 | 7 | 128 | 5.5 | 9 | 128 | 3.5 | 52.4 |
| ECR | PTRU | 7 | 25 | 14.0 | 4 | 25 | 16.0 | 5 | 25 | 10.0 | 28.6 |
| | MGS | 11 | 27 | 20.4 | 8 | 29 | 27.6 | 15 | 29 | 25.9 | -27.0 |
| | SPJ | 11 | 59 | 9.3 | 9 | 63 | 14.3 | 13 | 63 | 10.3 | -10.7 |
| | Total | 29 | 111 | 13.1 | 21 | 117 | 17.9 | 33 | 117 | 14.1 | -8.0 |
| ECOR | VSKP | 8 | 51 | 7.8 | 2 | 53 | 3.8 | 5 | 53 | 4.7 | 39.9 |
| NR | TKD | 28 | 136 | 10.3 | 17 | 136 | 12.5 | 32 | 136 | 11.8 | -13.9 |
| | LDH | 25 | 90 | 13.9 | 6 | 83 | 7.2 | 10 | 83 | 6.0 | 56.6 |
| | LKO | 41 | 73 | 28.1 | 13 | 72 | 18.1 | 20 | 72 | 13.9 | 50.5 |
| | SSB | 1 | 25 | 2.0 | 0 | 16 | 0.0 | 0 | 16 | 0.0 | 100.0 |
| | Total | 95 | 324 | 14.7 | 36 | 307 | 11.7 | 62 | 307 | 10.1 | 31.2 |
| NCR | JHS | 28 | 56 | 25.0 | 12 | 59 | 20.3 | 16 | 59 | 13.6 | 45.8 |
| | AGC | 1 | 3 | 20.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 100.0 |
| | Total | 29 | 59 | 24.8 | 12 | 59 | 20.3 | 16 | 59 | 13.6 | 45.3 |
| NER | GD | 21 | 88 | 11.9 | 8 | 98 | 8.2 | 21 | 98 | 10.8 | 9.7 |
| | IZN | 10 | 22 | 22.7 | 6 | 28 | 21.4 | 11 | 28 | 19.6 | 13.6 |
| | Total | 31 | 110 | 14.1 | 14 | 126 | 11.1 | 32 | 126 | 12.7 | 9.5 |
| NFR | MLDT | 11 | 59 | 9.3 | 4 | 62 | 6.5 | 7 | 62 | 5.6 | 39.4 |
| | NGC | 7 | 35 | 10.0 | 2 | 40 | 5.0 | 4 | 40 | 5.0 | 50.0 |
| | SGUJ | 8 | 55 | 7.3 | 4 | 69 | 5.8 | 10 | 69 | 7.3 | -0.4 |
| | Total | 26 | 149 | 8.7 | 10 | 171 | 5.8 | 21 | 171 | 6.2 | 29.4 |
| NWR | BGKT | 29 | 49 | 29.9 | 19 | 55 | 34.5 | 25 | 55 | 22.7 | 24.0 |
| | ABR | 18 | 68 | 13.3 | 10 | 63 | 15.9 | 15 | 63 | 11.9 | 10.7 |
| | Total | 47 | 116 | 20.3 | 29 | 118 | 24.6 | 40 | 118 | 16.9 | 16.3 |
| SR | ED | 20 | 74 | 13.5 | 7 | 100 | 7.0 | 9 | 101 | 4.5 | 66.9 |
| | ERS | 1 | 34 | 1.5 | 1 | 38 | 2.6 | 3 | 38 | 3.9 | -164.5 |
| | GOC | 15 | 66 | 11.4 | 5 | 64 | 7.8 | 17 | 64 | 13.3 | -16.9 |
| | TNP | 1 | 15 | 3.3 | 1 | 17 | 5.9 | 1 | 16 | 3.2 | 3.2 |
| | Total | 37 | 189 | 9.8 | 14 | 219 | 6.4 | 30 | 218 | 6.9 | 29.9 |
| SCR | KZJ | 3 | 48 | 3.1 | 4 | 51 | 7.8 | 6 | 51 | 5.9 | -88.2 |
| | GY | 8 | 54 | 7.4 | 5 | 55 | 9.1 | 10 | 55 | 9.1 | -22.7 |
| | GTL | 4 | 59 | 3.4 | 3 | 63 | 4.8 | 5 | 63 | 4.0 | -17.1 |
| | MLY | 9 | 49 | 9.2 | 2 | 47 | 4.3 | 3 | 47 | 3.2 | 65.2 |
| | BZA | 0 | 17 | 0.0 | 0 | 16 | 0.0 | 0 | 16 | 0.0 | 0.0 |
| | Total | 24 | 227 | 5.3 | 14 | 232 | 6.0 | 24 | 232 | 5.2 | 2.2 |
| SER | KGP | 2 | 17 | 5.9 | 2 | 17 | 11.8 | 2 | 17 | 5.9 | 0.0 |
| | BNDM | 8 | 31 | 12.9 | 0 | 31 | 0.0 | 0 | 31 | 0.0 | 100.0 |
| | BKSC | 0 | 8 | 0.0 | 0 | 12 | 0.0 | 0 | 12 | 0.0 | 0.0 |
| | Total | 10 | 56 | 8.9 | 2 | 60 | 3.3 | 2 | 60 | 1.7 | 81.3 |
| SECR | R | 7 | 22 | 15.9 | 0 | 24 | 0.0 | 2 | 24 | 4.2 | 73.8 |
| SWR | KJM | 34 | 108 | 15.7 | 7 | 98 | 7.1 | 16 | 98 | 8.2 | 48.1 |
| | UBL | 5 | 24 | 10.4 | 7 | 35 | 20.0 | 12 | 35 | 17.1 | -64.6 |
| | Total | 39 | 132 | 14.8 | 14 | 133 | 10.5 | 28 | 133 | 10.5 | 28.7 |
| WR | RTM | 21 | 67 | 15.7 | 7 | 66 | 10.6 | 16 | 67 | 12.0 | 23.2 |
| | VTA | 21 | 51 | 20.8 | 4 | 52 | 7.7 | 5 | 52 | 4.8 | 76.9 |
| | SBI | 0 | 0 | 0.0 | 6 | 0 | 0.0 | 6 | 0 | 0.0 | 0.0 |
| | Total | 42 | 118 | 17.9 | 17 | 118 | 14.4 | 27 | 119 | 11.4 | 36.3 |
| WCR | ET | 38 | 67 | 28.4 | 13 | 76 | 17.1 | 23 | 78 | 14.7 | 48.0 |
| | NKJ | 19 | 28 | 33.9 | 2 | 30 | 6.7 | 4 | 30 | 6.8 | 80.0 |
| | Total | 57 | 95 | 30.0 | 15 | 106 | 14.2 | 27 | 108 | 12.6 | 58.1 |
| DLW | DLW | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0.0 | 0.0 |
| IR | | 544 | 2005 | 13.6 | 224 | 2099 | 10.7 | 393 | 2097 | 9.4 | 30.9 |
| Mism. by Crew | | 29 | | | 14 | | | 27 | | | |
| Misc./ Others | | 208 | | | 46 | | | 75 | | | |
| IR (G.TOTAL) | | 781 | | | 284 | | | 495 | | | |

| PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2016-2017 (LOCO+DEMU) | | | | | | | | | | | | | | |
|--|----------------------|-------|----------------|--------------------------|-------|----------------------|-------|----------------|--------------------------|-------|--------------------------------|-------|--------------------|------|
| Rly. | April' 2015-May'2015 | | | | | April' 2016-May'2016 | | | | | %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 | 2015 | 2016 |
| | Direct | Total | | Direct | Total | Direct | Total | | Direct | Total | | | | |
| CR | 58 | 104 | 120 | 24.3 | 43.5 | 41 | 81 | 126 | 16.3 | 32.1 | 33.0 | 26.1 | | |
| ER | 18 | 28 | 129 | 7.0 | 10.9 | 12 | 49 | 128 | 4.7 | 19.1 | 33.1 | -75.7 | 1 | |
| ECR | 51 | 96 | 111 | 23.0 | 43.2 | 55 | 109 | 117 | 23.5 | 46.6 | -2.3 | -7.7 | | 5 |
| ECOR | 10 | 12 | 51 | 9.8 | 11.8 | 6 | 11 | 53 | 5.7 | 10.4 | 42.3 | 11.8 | | |
| NR | 139 | 252 | 324 | 21.5 | 38.9 | 70 | 150 | 307 | 11.4 | 24.4 | 46.9 | 37.3 | 6 | 14 |
| NCR | 55 | 109 | 59 | 47.0 | 93.2 | 33 | 68 | 59 | 28.0 | 57.6 | 40.5 | 38.1 | 1 | 3 |
| NER | 43 | 87 | 110 | 19.5 | 39.5 | 39 | 86 | 126 | 15.5 | 34.3 | 20.5 | 13.4 | | 2 |
| NFR | 36 | 74 | 149 | 12.1 | 24.8 | 27 | 58 | 171 | 7.9 | 17.0 | 34.5 | 31.5 | | 1 |
| NWR | 72 | 101 | 116 | 31.0 | 43.5 | 51 | 86 | 118 | 21.6 | 36.4 | 30.4 | 16.3 | | |
| SR | 50 | 125 | 189 | 13.3 | 33.2 | 37 | 92 | 218 | 8.5 | 21.1 | 36.0 | 36.4 | 1 | |
| SCR | 37 | 92 | 227 | 8.1 | 20.3 | 26 | 59 | 232 | 5.6 | 12.7 | 31.2 | 37.3 | | |
| SER | 8 | 26 | 56 | 7.1 | 23.2 | 0 | 14 | 60 | 0.0 | 11.7 | 100.0 | 49.7 | | |
| SECR | 8 | 15 | 22 | 18.2 | 34.1 | 4 | 9 | 24 | 8.3 | 18.8 | 54.2 | 45.0 | | |
| SWR | 59 | 99 | 132 | 22.3 | 37.5 | 34 | 73 | 133 | 12.8 | 27.4 | 42.8 | 26.8 | | 5 |
| WR | 50 | 96 | 118 | 21.3 | 40.9 | 23 | 54 | 119 | 9.7 | 22.8 | 54.4 | 44.2 | | |
| WCR | 87 | 235 | 95 | 45.8 | 123.7 | 37 | 81 | 108 | 17.2 | 37.7 | 62.4 | 69.5 | | |
| KR | 0 | | | | | | | | | | | | | |
| DLW | 0 | 2 | | | | | | | | | | | | |
| DMW | 0 | | | | | | | | | | | | | |
| IR | 781 | 1553 | 2005 | 19.5 | 38.7 | 495 | 1080 | 2097 | 11.8 | 25.8 | 39.4 | 33.5 | 9 | 30 |

| PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2016-2017 | | | | | | | | | | | | | |
|--|----------------------|-------|----------------|--------------------------|-------|----------------------|-------|----------------|--------------------------|-------|---------------------------|-------|--|
| Rly. | April' 2015-May'2015 | | | | | April' 2016-May'2016 | | | | | % | | |
| | 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 | | |
| | Direct | Total | | Direct | Total | Direct | Total | | Direct | Total | | | |
| CR | 58 | 104 | 120 | 24.3 | 43.5 | 41 | 81 | 126 | 16.3 | 32.1 | 33.0 | 26.1 | |
| ER | 18 | 29 | 129 | 7.0 | 11.3 | 12 | 49 | 128 | 4.7 | 19.1 | 33.1 | -69.6 | |
| ECR | 51 | 96 | 111 | 23.0 | 43.2 | 55 | 114 | 117 | 23.5 | 48.7 | -2.3 | -12.7 | |
| ECOR | 10 | 12 | 51 | 9.8 | 11.8 | 6 | 11 | 53 | 5.7 | 10.4 | 42.3 | 11.8 | |
| NR | 139 | 258 | 324 | 21.5 | 39.9 | 70 | 164 | 307 | 11.4 | 26.7 | 46.9 | 33.0 | |
| NCR | 55 | 110 | 59 | 47.0 | 94.0 | 33 | 71 | 59 | 28.0 | 60.2 | 40.5 | 36.0 | |
| NER | 43 | 87 | 110 | 19.5 | 39.5 | 39 | 88 | 126 | 15.5 | 35.1 | 20.5 | 11.3 | |
| NFR | 36 | 74 | 149 | 12.1 | 24.8 | 27 | 59 | 171 | 7.9 | 17.3 | 34.5 | 30.3 | |
| NWR | 72 | 101 | 116 | 31.0 | 43.5 | 51 | 86 | 118 | 21.6 | 36.4 | 30.4 | 16.3 | |
| SR | 50 | 126 | 189 | 13.3 | 33.4 | 37 | 92 | 218 | 8.5 | 21.1 | 36.0 | 36.9 | |
| SCR | 37 | 92 | 227 | 8.1 | 20.3 | 26 | 59 | 232 | 5.6 | 12.7 | 31.2 | 37.3 | |
| SER | 8 | 26 | 56 | 7.1 | 23.2 | 0 | 14 | 60 | 0.0 | 11.7 | 100.0 | 49.7 | |
| SECR | 8 | 15 | 22 | 18.2 | 34.1 | 4 | 9 | 24 | 8.3 | 18.8 | 54.2 | 45.0 | |
| SWR | 59 | 99 | 132 | 22.3 | 37.5 | 34 | 78 | 133 | 12.8 | 29.3 | 42.8 | 21.8 | |
| WR | 50 | 96 | 118 | 21.3 | 40.9 | 23 | 54 | 119 | 9.7 | 22.8 | 54.4 | 44.2 | |
| WCR | 87 | 235 | 95 | 45.8 | 123.7 | 37 | 81 | 108 | 17.2 | 37.7 | 62.4 | 69.5 | |
| KR | 0 | | | | | | | | | | | | |
| DLW | 0 | 2 | | | | | | | | | | | |
| DMW | 0 | | | | | | | | | | | | |
| IR | 781 | 1562 | 2005 | 19.5 | 39.0 | 495 | 1110 | 2097 | 11.8 | 26.5 | 39.4 | 32.1 | |