

(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 06 .03.2017

मुख्य यॉत्रिक अभियंता,  
सभी भारतीय रेलें।

**Chief Mechanical Engineers,  
All Indian Railways.**


विषय मार्च 2016 माह की डीजल इंजनो की उपलब्धता लक्ष्य विवरणिका।  
**Sub Diesel loco availability targets for March, 2017.**

बडी लाइन एवं छोटी लाइन के लिए मार्च 2017 की डीजल इंजनो 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 March 2017 as per sheets enclosed.

संलग्न यथोक्त।

DA: As above.

  
(आलोक कुमार मिश्रा)  
निदेशक यॉत्रिक 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 MAR 2017**

	CR	ER	ECR	ECOR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Total
1	315	332	325	276	529	132	268	417	273	305	611	288	156	346	425	397	5395
2	5	3	0	1	2	3	4	3	0	0	2	0	0	4	0	0	27
2.1	21	14	16	23	24	8	45	26	18	2	28	13	4	20	8	15	285
3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3.1	12	0	3	0	62	10	1	0	2	1	20	10	0	6	12	6	145
4	0	2	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0
5	320	337	323	277	531	135	272	420	273	305	611	288	156	350	425	397	5420
6a	0	2	0	0	9	4	2	0	3	2	5	0	0	7	7	3	44
6b	0	13	16	12	3	9	6	38	1	2	1	3	1	2	11	17	135
6c	26.0	0.0	5.0	2.0	13.0	6.0	0.0	13.0	2.0	5.0	30.0	0.0	0.0	9.0	20.0	2	133
6d	1	0	0	0	4	0	0	0	3	2	0	0	0	0	0	0	10
7	293	322	302	263	502	116	264	369	264	294	575	285	155	332	387	375	5098
8	HHP locos - 5%, WDP1 & WDP3A - 12.5%, All other locos - 10% (Heavy repair & Minor repair both same)																
8a	22.1	28.9	26.2	22.7	45.0	10.3	21.2	26.5	16.6	26.4	46.5	24.7	11.4	19.6	29.4	33.1	410.0
9	271.0	293.2	275.9	240.3	457.0	105.8	242.9	342.6	247.5	267.7	528.5	260.4	143.6	312.5	357.7	342.0	4688.0
10	121.0	112.0	111.0	51.0	292.0	59.0	132.0	185.0	120.0	210.0	218.0	58.0	23.0	132.0	117.0	107	2048
11	150.0	181.2	164.9	189.3	165.0	46.8	110.9	157.6	127.5	57.7	310.5	202.4	120.6	180.5	240.7	235.0	2640.0
12	9.6	15.4	13.3	15.5	13.0	3.6	7.7	9.2	6.4	4.1	22.0	16.8	8.5	9.1	16.1	21.1	191.4
13	140.3	165.7	151.6	173.8	152.0	43.1	103.2	148.4	121.1	53.5	288.5	185.6	112.1	171.4	224.5	213.8	2448.6
14	5	3	0	1	2	3	4	3	0	0	2	0	0	4	0	0	27
14a	21	14	16	23	24	8	45	26	18	2	28	13	4	20	8	15	285
15	Allotment of locos to Rlys																
				1												10	1
	WDM3A/C/D			22	19	4	35	15	13		18	6	3	7			176
	WDG4	10	5	9													0
	WDG3A				5	4	10	11	5	2	10	7	1	13	8	5	108
	WDP4	11	9	7													0
	Total	21	14	16	23	24	8	45	26	18	28	13	4	20	8	15	285
16	Under Commissioning by Rlys.																
	WDM3A/C/D	0	0	0	0	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	0	0	0	0
	WDG3A	0	0	0	0	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	0	0	0	0
	Total	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	1	0	0	0	2	1	0	4
	WDG4	0	1	0	0	1	1	1	0	3	3	0	0	2	3	1	16
	WDP4	0	1	0	0	0	0	0	0	1	2	0	0	1	0	1	6
	WDG3A	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
	WDP1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
	WDP3A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WDM3A/C/D	0	0	0	0	1	2	1	0	0	0	0	0	1	1	1	7
	Total	0	2	0	0	9	4	2	0	3	2	5	0	7	7	3	44
18	Under condemnation																
	WDM2	0	12	16	12	3	9	6	38	1	2	0	3	2	11	17	133
	WDG3A	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	0	0	0	0	0	0
	WDP2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WDM3A/C/D	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	0	13	16	12	3	9	6	38	1	2	1	3	2	11	17	135

**Locos commissioned in 2016-17 (Upto last month)**

	WDG4	WDM2G	NRC	WDM3C/D	WDP4	TOTAL
Locos commissioned (upto last month)	176			1	108	285
	70122,35,90, 70480,81,84-89,91-552,54-604,6-45,47,48,50-54,62,50004,50005			11549	40299,306,13-15,17-36,38,40-43,45-77,79-406,10-19,21,23-27	



**Availability Target for Mar 2017 (BG)**

Rly	SHED	Total Loco Holding	Locos Temp. Deleted	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									
											ALCO	HHP	Total	For rep	for cond.	o/aged for cond	New com	Condemned					
CR	PA	203	1	16	186	13.2	172.8	74	98.8	5.6	12.0	81.2	93.2	40001 (GRS); New com 40416,17,23,24,25									
	KYN	95	0	0	95	7.7	87.4	47	40.4	2.9	16.7	20.8	37.4										
	CLA	22	0	10	12	1.2	10.8	0	10.8	1.1	9.7	0.0	9.7										
	<b>TOTAL</b>	<b>320</b>	<b>1</b>	<b>26</b>	<b>293</b>	<b>22.1</b>	<b>271.0</b>	<b>121</b>	<b>150.0</b>	<b>9.6</b>	<b>38.3</b>	<b>102.0</b>	<b>140.3</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>0</b>	<b>New com</b>	<b>5</b>	<b>Condemned</b>	<b>0</b>
ER	HWH	47	2	0	45	4.2	40.9	30	10.9	1.1	9.8	0.0	9.8	17957, 984 (o/a for cond)									
	BWN	73	5	0	68	6.8	61.2	40	21.2	2.1	19.1	0.0	19.1	17916 (for cond); 17925,926, 939 +1 (o/aged for cond)									
	UDL	150	2	0	148	12.3	135.7	10	125.7	10.2	70.4	45.1	115.5	1 loco+70055 (for rep); 2 locos (Trfd fm SCR)									
	JMP	67	6	0	61	5.6	55.4	32	23.4	2.0	15.1	6.3	21.4	17933,34,60,20,51,979 (o/a for cond); new com 40411,12,70644									
	<b>TOTAL</b>	<b>337</b>	<b>15</b>	<b>0</b>	<b>322</b>	<b>28.9</b>	<b>293.2</b>	<b>112</b>	<b>181.2</b>	<b>15.4</b>	<b>114.3</b>	<b>51.4</b>	<b>165.7</b>	<b>For rep</b>	<b>2</b>	<b>for cond.</b>	<b>1</b>	<b>o/aged for cond</b>	<b>12</b>	<b>New com</b>	<b>3</b>	<b>Condemned</b>	<b>0</b>
ECR	PTRU	126	3	0	123	9.7	113.4	22	91.4	6.8	40.3	44.2	84.5	17825,844 (O/a condemned);17559, 18611, 40230 (for cond)									
	MGS	73	13	5	55	4.6	50.5	23	27.5	1.8	8.5	17.1	25.6	17404, 6,547,722,62,856,911,17,27,45,50,58 (for cond)									
	SPJ	124	0	0	124	12.0	112.1	66	46.1	4.6	41.4	0.0	41.4										
	<b>TOTAL</b>	<b>323</b>	<b>16</b>	<b>5</b>	<b>302</b>	<b>26.2</b>	<b>275.9</b>	<b>111</b>	<b>164.9</b>	<b>13.3</b>	<b>90.2</b>	<b>61.4</b>	<b>151.6</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>1</b>	<b>o/aged for cond</b>	<b>15</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>2</b>
ECO	VSKP	277	12	2	263	22.7	240.3	51	189.3	15.5	108.8	65.0	173.8	17606,51,82,92,748,58,65,71,83,810,31,931 (o/aged for cond); New com 70631									
	<b>TOTAL</b>	<b>277</b>	<b>12</b>	<b>2</b>	<b>263</b>	<b>22.7</b>	<b>240.3</b>	<b>51</b>	<b>189.3</b>	<b>15.5</b>	<b>108.8</b>	<b>65.0</b>	<b>173.8</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>12</b>	<b>New com</b>	<b>1</b>	<b>Condemned</b>	<b>0</b>
NR	TKD	161	8	0	153	14.2	138.8	125	13.8	1.4	12.4	0.0	12.4	15009,10,16, 27, 41,40256(f rep) 40122+1 RDSO t									
	LDH	177	2	9	166	16.1	150.0	91	59.0	5.4	43.7	9.9	53.6	1 loco RDSO Trial; 18703 (for cond) new com 70653,62									
	LKO	184	6	0	178	14.3	163.8	76	87.8	5.8	26.0	56.0	81.9	11226,17221(oafcond)1(RDSO);11226,12300,292(frep)									
	SSB	9	0	4	5	0.5	4.5	0	4.5	0.5	4.1	0.0	4.1										
	<b>TOTAL</b>	<b>531</b>	<b>16</b>	<b>13</b>	<b>502</b>	<b>45.0</b>	<b>457.0</b>	<b>292</b>	<b>165.0</b>	<b>13.0</b>	<b>86.1</b>	<b>65.9</b>	<b>152.0</b>	<b>For rep</b>	<b>9</b>	<b>for cond.</b>	<b>1</b>	<b>o/aged for cond</b>	<b>2</b>	<b>New com</b>	<b>2</b>	<b>Condemned</b>	<b>0</b>
NCR	JHS	125	8	1	116	10.3	105.8	59	46.8	3.6	23.3	19.9	43.1	18731,739,744,745(f cond); 14990,16228,16369,70558 (for rep);new com 40379,380,406									
	AGC	10	5	5	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	17631,824, 860, 909, 965 (o/a for cond)									
	<b>TOTAL</b>	<b>135</b>	<b>13</b>	<b>6</b>	<b>116</b>	<b>10.3</b>	<b>105.8</b>	<b>59</b>	<b>46.8</b>	<b>3.6</b>	<b>23.3</b>	<b>19.9</b>	<b>43.1</b>	<b>For rep</b>	<b>4</b>	<b>for cond.</b>	<b>4</b>	<b>o/aged for cond</b>	<b>5</b>	<b>New com</b>	<b>3</b>	<b>Condemned</b>	<b>0</b>
NE	GD	167	7	0	160	14.1	145.9	89	56.9	4.6	30.7	21.7	52.4	17981,985, 996,997, 999,18526 (o/a for cond);14064 (for rep); New com 70651,52									
	IZN	105	1	0	104	7.1	97.0	43	54.0	3.1	7.5	43.3	50.8	12760 (for rep); New com 40426,27									
	<b>TOTAL</b>	<b>272</b>	<b>8</b>	<b>0</b>	<b>264</b>	<b>21.2</b>	<b>242.9</b>	<b>132</b>	<b>110.9</b>	<b>7.7</b>	<b>38.2</b>	<b>65.0</b>	<b>103.2</b>	<b>For rep</b>	<b>2</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>6</b>	<b>New com</b>	<b>4</b>	<b>Condemned</b>	<b>0</b>
NF	MLDT	93	17	4	72	7.0	65.0	62	3.0	0.1	-0.7	3.6	2.9	17 locos (o/aged for cond)									
	NGC	126	21	5	100	9.8	90.2	50	40.2	3.8	32.8	3.6	36.4	18799,16847(fcond)20 locos(o/a for cond)									
	SGUJ	201	0	4	197	9.7	187.4	73	114.4	5.2	-9.1	118.2	109.1	New com 70628,47,48									
	<b>TOTAL</b>	<b>420</b>	<b>38</b>	<b>13</b>	<b>369</b>	<b>26.5</b>	<b>342.6</b>	<b>185</b>	<b>157.6</b>	<b>9.2</b>	<b>23.0</b>	<b>125.4</b>	<b>148.4</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>2</b>	<b>o/aged for cond</b>	<b>36</b>	<b>New com</b>	<b>3</b>	<b>Condemned</b>	<b>0</b>
	BGKT	149	2	0	147	7.4	139.7	60	79.7	4.0	-0.1	75.8	75.7	12627, 12302 (for rep)									
NWR	ABR	124	5	2	117	9.2	107.8	60	47.8	2.4	0.3	45.1	45.4	70045 (for rep);18616,18659, 18947(Elect work);18523 (o/a for cond)									
	<b>TOTAL</b>	<b>273</b>	<b>7</b>	<b>2</b>	<b>264</b>	<b>16.6</b>	<b>247.5</b>	<b>120</b>	<b>127.5</b>	<b>6.4</b>	<b>0.3</b>	<b>120.9</b>	<b>121.1</b>	<b>For rep</b>	<b>3</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>1</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
	ED	141	3	2	136	12.5	123.5	96	27.5	2.2	15.3	9.9	25.3	17467, 17805 (on hire); 40242 (for rep)									
SR	ERS	45	1	0	44	4.4	39.6	38	1.6	0.2	1.4	0.0	1.4	18537 (for rep)									
	GOC	96	1	1	94	7.5	86.6	61	25.6	1.4	1.6	22.6	24.1	17968 (o/aged for cond)									
	TNP	23	1	2	20	2.0	18.0	15	3.0	0.3	2.7	0.0	2.7	17946 (o/aged for cond)									
	<b>TOTAL</b>	<b>305</b>	<b>6</b>	<b>5</b>	<b>294</b>	<b>26.4</b>	<b>267.7</b>	<b>210.0</b>	<b>57.7</b>	<b>4.1</b>	<b>21.1</b>	<b>32.5</b>	<b>53.5</b>	<b>For rep</b>	<b>2</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>2</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
	KZJ	184	1	10	173	13.2	159.9	49	110.9	7.1	28.8	74.9	103.7	70590(for rep); New com 70650,654; 2 locos (Trfd to ER)									
SC	GY	203	3	0	200	13.0	187.1	58	129.1	8.0	28.1	93.0	121.0	12592, 40354, 40355 (for rep)									
	GTL	119	1	6	112	11.0	101.0	46	55.0	5.3	46.1	3.6	49.7	70544 (for rep)									
	MLY	80	0	8	72	7.2	64.8	50	14.8	1.5	13.3	0.0	13.3										
	BZA	25	1	6	18	2.2	15.8	15	0.8	0.1	0.7	0.0	0.7	15013 (for cond)									
	<b>TOTAL</b>	<b>611</b>	<b>6</b>	<b>30</b>	<b>575</b>	<b>46.5</b>	<b>528.5</b>	<b>218.0</b>	<b>310.5</b>	<b>22.0</b>	<b>117.0</b>	<b>171.5</b>	<b>288.5</b>	<b>For rep</b>	<b>5</b>	<b>for cond.</b>	<b>1</b>	<b>o/aged for cond</b>	<b>0</b>	<b>New com</b>	<b>2</b>	<b>Condemned</b>	<b>0</b>
SE	KGP	106	3	0	103	10.3	92.7	12	80.7	8.1	72.6	0.0	72.6	17973, 976,977 (o/aged for cond)									
	BNDM	133	0	0	133	9.5	123.6	32	91.6	5.7	20.0	65.9	85.9										
	BKSC	49	0	0	49	4.9	44.1	14	30.1	3.0	27.1	0.0	27.1	17969,972,975 (o/a for cond)									
	<b>TOTAL</b>	<b>288</b>	<b>3</b>	<b>0</b>	<b>285</b>	<b>24.7</b>	<b>260.4</b>	<b>58</b>	<b>202.4</b>	<b>16.8</b>	<b>119.7</b>	<b>65.9</b>	<b>185.6</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>3</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
SEC	R	156	1	0	155	11.4	143.6	23	120.6	8.5	44.4	67.7	112.1	17816 (o/a for cond)									
	<b>TOTAL</b>	<b>156</b>	<b>1</b>	<b>0</b>	<b>155</b>	<b>11.4</b>	<b>143.6</b>	<b>23</b>	<b>120.6</b>	<b>8.5</b>	<b>44.4</b>	<b>67.7</b>	<b>112.1</b>	<b>For rep</b>	<b>0</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>1</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
R	KJM	149	6	9	134	9.7	124.4	97	27.4	1.8	8.4	17.1	25.5	17961, 970 (for cond)16585, 11522,14012,40017 (for rep); New com 40395,97,415,401									
	HUBLI	201	3	0	198	9.9	188.1	35	153.1	7.2	-3.1	148.9	145.9	12122,20022,40015 (for rep)									
	<b>TOTAL</b>	<b>350</b>	<b>9</b>	<b>9</b>	<b>332</b>	<b>19.6</b>	<b>312.5</b>	<b>132</b>	<b>180.5</b>	<b>9.1</b>	<b>8.4</b>	<b>166.1</b>	<b>171.4</b>	<b>For rep</b>	<b>7</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>2</b>	<b>New com</b>	<b>4</b>	<b>Condemned</b>	<b>0</b>
WR	RTM	118	12	3	103	9.8	93.2	53	40.2	4.0	36.2	0.0	36.2	11 locos (for cond); 40353 (for rep)									
	VTA	127	3	7	117	11.2	105.8	64	41.8	4.2	37.6	0.0	37.6	13399,13485,18547 (for rep)									
	SBI	180	3	10	167	8.4	158.7	0	158.7	7.9	0.0	150.7	150.7	12278, 50001, 70346 (for rep)									
	<b>TOTAL</b>	<b>425</b>	<b>18</b>	<b>20</b>	<b>387</b>	<b>29.4</b>	<b>357.7</b>	<b>117</b>	<b>240.7</b>	<b>16</b>	<b>73.8</b>	<b>150.7</b>	<b>224.5</b>	<b>For rep</b>	<b>7</b>	<b>for cond.</b>	<b>0</b>	<b>o/aged for cond</b>	<b>11</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
WCR	ET	165	16	2	147	12.8	134.3	72	62.3	6.2	56.0	0.0	56.0	12 locos (o/a f cond); 40214 (for rep)									
	NKJ	232	4	0	228	20.3	207.7	35	172.7	14.9	112.7	45.1	157.8	12978,13519 (rep); 2locos(f cond)									
	<b>TOTAL</b>	<b>397</b>	<b>20</b>	<b>2</b>	<b>375</b>	<b>33.1</b>	<b>342.0</b>	<b>107</b>	<b>235.0</b>	<b>21.1</b>	<b>168.7</b>	<b>45.1</b>	<b>213.8</b>	<b>For rep</b>	<b>3</b>	<b>for cond.</b>	<b>5</b>	<b>o/aged for cond</b>	<b>12</b>	<b>New com</b>	<b>0</b>	<b>Condemned</b>	<b>0</b>
IR	<b>TOTAL</b>	<b>5420</b>	<b>189</b>	<b>133</b>	<b>5098</b>	<b>410.0</b>	<b>4688.0</b>	<b>2048.0</b>	<b>2640.0</b>	<b>191.4</b>	<b>1075.6</b>	<b>1380.8</b>	<b>2448.6</b>	<b>For rep</b>	<b>44</b>	<b>for cond.</b>	<b>15</b>	<b>o/aged for cond</b>	<b>120</b>	<b>New com</b>	<b>27</b>	<b>Condemned</b>	

SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-3-2017										
RLY	SHED	WDM2	WDG3A	WDP1	WDP3A	WDM3A	WDM3D	WDG4	WDP4	TOTAL
CR	PA	3	27			28	36	90	19	203
	KYN	0	37			0	21	23	14	95
	CLA	6	12			4	0	0		22
	<b>Total</b>	<b>9</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>57</b>	<b>113</b>	<b>33</b>	<b>320</b>
ER	HWH	0	0			17	23		7	47
	BWN	13				60				73
	UDL	0	80			20		50		150
	JMP	9				47		7	4	67
	<b>Total</b>	<b>22</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>23</b>	<b>57</b>	<b>11</b>	<b>337</b>
ECR	PTRU	1	45			27		49	4	126
	MGS	21	0			33		19		73
	SAMAS	2	39			31	43		9	124
	<b>Total</b>	<b>24</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>43</b>	<b>68</b>	<b>13</b>	<b>323</b>
ECOR	VSKP	14	132			45	14	72		277
NR	TKD	0	0	44	26	37	0		54	161
	LDH	9	49			108	0	11		177
	LKO	1	18		0	31	60	64	10	184
	SSB	0	0			9	0			9
	<b>Total</b>	<b>10</b>	<b>67</b>	<b>44</b>	<b>26</b>	<b>185</b>	<b>60</b>	<b>75</b>	<b>64</b>	<b>531</b>
NCR	JHS		30			38	29	23	5	125
	AGC	8				2				10
	<b>TOTAL</b>	<b>8</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>23</b>	<b>5</b>	<b>135</b>
NER	GD	9	5			115	0	24	14	167
	IZN	0					37	49	19	105
	<b>Total</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>37</b>	<b>73</b>	<b>33</b>	<b>272</b>
NFR	MLDT	28	4			47	10	4		93
	NGC	34	56			16	16	4		126
	SGUJ							131	70	201
	<b>Total</b>	<b>62</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>139</b>	<b>70</b>	<b>420</b>
NWR	BGKT							86	63	149
	ABR	12				61		51		124
	<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>137</b>	<b>63</b>	<b>273</b>
SR	ED	5	42			20	51	11	12	141
	ERS	5	9			31				45
	GOC	9	18		14	9	0	25	21	96
	TNP	10	4			9				23
	<b>Total</b>	<b>29</b>	<b>73</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>51</b>	<b>36</b>	<b>33</b>	<b>305</b>
SCR	KZJ	10	53	0		37		84	0	184
	GY	0	23			10	26	104	40	203
	GTL	6	59			24	25	5		119
	MLY	8	41			31				80
	BZA	7		17		1				25
	<b>Total</b>	<b>31</b>	<b>176</b>	<b>17</b>	<b>0</b>	<b>103</b>	<b>51</b>	<b>193</b>	<b>40</b>	<b>611</b>
SER	KGP	3	72			31				106
	BNDM	0	10			31	15	73	4	133
	BKSC	6	19			24				49
	<b>Total</b>	<b>9</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>15</b>	<b>73</b>	<b>4</b>	<b>288</b>
SECR	R	3	41			30	0	75	7	156
SWR	KJM	1	38			30	4	19	57	149
	HUBLI							171	30	201
	<b>Total</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>190</b>	<b>87</b>	<b>350</b>
WR	RTM	9				73	25	0	11	118
	VTA		63			28	26		10	127
	SBI	10						170	0	180
	<b>Total</b>	<b>19</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>51</b>	<b>170</b>	<b>21</b>	<b>425</b>
WCR	ET	11				71	43		40	165
	NKJ	5	121			47	8	51		232
	<b>Total</b>	<b>16</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>51</b>	<b>51</b>	<b>40</b>	<b>397</b>
IR		278	1147	61	40	1313	512	1545	524	5420



MG DIESEL LOCO AVAILABILITY TARGETS FOR MAR 2017								
		ECR	NER	NFR	NWR	SR	WR	Total
1	Holding as on 1.2.2017	38	62	66	23	6	62	257
2	Commissioned Feb 2017	0	0	0	0	0	0	0
2.1	Cumulative upto Feb 2017	0	0	0	0	0	0	0
3	Condemned Feb 2017	0	7	0	0	1	2	10
3.1	Cumulative upto Feb 2017	1	9	0	2	1	2	15
4	Transfers Feb 2017	0	0	0	0	0	0	0
5	Net Holding as on 1.3.2017 (1+2-3+4)	38	55	66	23	5	60	247
6a	Accident damaged (u/r)	19	33	0	0	0	0	52
6b	Formal condemnation	0	0	0	0	0	0	0
6c	Locos in inferior services	0	2	0	0	0	24	26
6c	MISC/ RDSO TRIALS/GRS	0	0	66	19	0	3	88
7	EFFECTIVE ON LINE (5-6)	19	20	0	4	5	33	81
8	Ineffective %age (target)	10	12.5	10/12.5	15	10	10/15	10/12.5/15
8a	Locos ineffective	1.9	2.0	0.0	0.6	0.5	3.9	8.9
9	Locos available (7-8)	17.1	18.0	0.0	3.4	4.5	29.2	72.2
10	Passenger Link	11.0	14.0	0.0	3.0	2.0	23.0	53
11	Available for freight (9-10)	6.1	4.0	0.0	0.4	2.5	6.2	19.2
12	Locos for minor repair (10 %)	0.6	0.4	0.0	0.0	0.3	0.6	1.9
13	Net freight TARGET	5.5	3.6	0.0	0.4	2.3	5.5	17.2
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 Mar 2017 (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	Narkatiagunj	38	19	0	0	19	1.9	17.1	11	6.1	0.6	5.5	19 locos (For cond)
NE	GD	6	6	0	0	0	0.0	0.0	0	0.0	0.0	0.0	6419,35,38,40,41,42,74 (o/a condemned); 27 locos (f
	IZN	49	27	0	2	20	2.0	18.0	14	4.0	0.4	3.6	
	TOTAL	55	33	0	2	20	2.0	18.0	14	4.0	0.4	3.6	
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	19	0	4	0.6	3.4	3	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	1 loco condemned
WR	SBI	40	0	2	16	22	2.2	19.8	18	1.8	0.2	1.6	2 locos condemned
	MHW	20	0	1	8	11	1.7	9.4	5.0	4.4	0.4	3.9	
	GIM	0	0	0	0	0	0.0	0.0	0	0.0	0.0	0.0	
	Total	60	0	3	24	33	4	29.2	23	6.2	1	5.5	
IR	TOTAL	247	52	88	26	81.0	8.9	72.2	53	19.2	1.9	17.2	