

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

नई दिल्ली, दिनांक 08.6.2018

संख्या 2016/एमएल/466/5(801)
No. 2016/M(L)/466/5(801)

प्रधान मुख्य विद्युत इंजीनियर,
सभी क्षेत्रीय रेलवे।

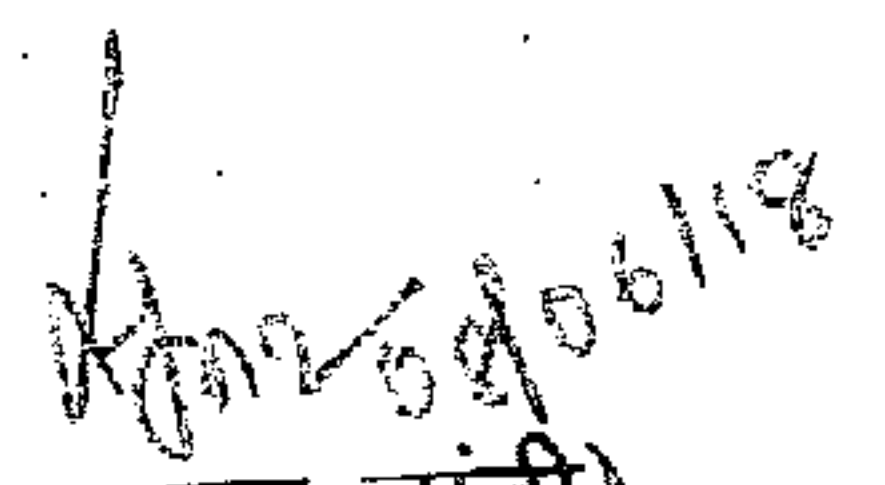
Principal Chief Electrical Engineers,
All Indian Railways.

विषय जून 2018 माह की डीजल इंजनो की उपलब्धता लक्ष्य विवरणिका।
Sub Diesel loco availability targets for June 2018.

बड़ी लाइन एवं छोटी लाइन के लिए जून 2018 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 June 2018 as per sheets enclosed.

संलग्न यथोक्त।
DA: As above.


(सुमन कुमार तांती)
निदेशक यांत्रिक अभियंता (कर्षण)
रेलवे बोर्ड

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

Availability Target for June 2018 (BG)

LOCOS TEMPORARILY DELETED

| 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 ineff. minor rep. | Availability Target Goods | | | Total | | | | | | | | | |
|-----|-------|--------------------|---------------------|---------------------------|------------------------|-------------------------|---------------------|-------------------|-------------------------|---------------------------|--------|--------|---|---|-----------|---|-----------------|---------|---------|-----------|-----------|---|
| | | | | | | | | | | ALCO | HHP | Total | | | | | | | | | | |
| CR | PA | 205 | 2 | 18 | 185 | 12.9 | 172.2 | 60 | 6.9 | 23.2 | 82.0 | 105.3 | 13051, 13359 (for cond) | | | | | | | | | |
| | KYN | 105 | 1 | 0 | 104 | 8.8 | 95.2 | 54 | 3.0 | 17.1 | 21.0 | 38.2 | 13589 (for cond) | | | | | | | | | |
| | CLA | 19 | 0 | 7 | 12 | 1.2 | 10.8 | 0 | 1.1 | 9.7 | 0.0 | 9.7 | For rep | 0 | for cond. | 3 | o/aged for cond | New com | 1 | Condemned | 0 | |
| | TOTAL | 329 | 3 | 25 | 301 | 22.9 | 278.2 | 114 | 11.0 | 50.1 | 103.1 | 153.2 | | | | | | | | | | |
| ER | HWH | 47 | 0 | 0 | 47 | 4.1 | 43.0 | 33 | 0.9 | 7.7 | 1.3 | 9.0 | 18595 o/a for cond) | | | | | | | | | |
| | BWN | 76 | 1 | 0 | 75 | 7.5 | 67.5 | 42 | 2.6 | 23.0 | 0.0 | 23.0 | 18603, 604, 18590 (o/a for cond) | | | | | | | | | |
| | UDL | 146 | 0 | 0 | 146 | 12.0 | 134.0 | 10 | 10.0 | 10.5 | 10.7 | 21.2 | For rep | 0 | for cond. | 0 | o/aged for cond | 4 | New com | 0 | Condemned | 0 |
| | TOTAL | 330 | 4 | 0 | 326 | 28.6 | 297.4 | 115 | 15.2 | 110.2 | 57.0 | 167.2 | 40230 (for cond) | | | | | | | | | |
| ECR | PTRU | 136 | 1 | 0 | 135 | 10.3 | 124.7 | 22 | 7.6 | 44.0 | 51.1 | 95.1 | 40495 (for rep), 18606, 607 (o/aged condemned) | | | | | | | | | |
| | MGS | 61 | 0 | 4 | 57 | 4.5 | 52.6 | 20 | 2.1 | 7.9 | 22.6 | 30.5 | For rep | 1 | for cond. | 1 | o/aged for cond | 0 | New com | 0 | Condemned | 2 |
| | SPJ | 143 | 1 | 0 | 142 | 12.9 | 129.2 | 63 | 6.6 | 59.0 | 0.6 | 59.6 | New com 70810, 24, 25, 29 | | | | | | | | | |
| | TOTAL | 340 | 2 | 4 | 334 | 27.6 | 306.4 | 105 | 16.6 | 99.5 | 104.7 | 204.1 | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 4 | Condemned | 0 |
| ECO | VSKP | 302 | 0 | 1 | 301 | 24.3 | 276.7 | 56 | 16.6 | 99.5 | 104.7 | 204.1 | 1 RDSO t; New com 70819, 839 | | | | | | | | | |
| | TOTAL | 165 | 1 | 0 | 164 | 14.9 | 149.1 | 115 | 2.9 | 20.9 | 10.3 | 31.3 | 18529, 30, 42, 49, 50 (o/a condemned) 6 locos (o/a f cond) 1 (RDSO T) New com 40559 | | | | | | | | | |
| | TKD | 165 | 12 | 0 | 183 | 16.5 | 166.5 | 83 | 6.9 | 48.9 | 27.7 | 76.6 | For rep | 4 | for cond. | 0 | o/aged for cond | 7 | New com | 5 | Condemned | 6 |
| | LDH | 195 | 5 | 0 | 174 | 14.1 | 159.9 | 80 | 5.3 | 22.7 | 52.0 | 74.6 | 70314 (for rep) 18717, 18718, 18860 (RE work) | | | | | | | | | |
| NR | LKO | 179 | 18 | 0 | 521 | 45.5 | 475.5 | 278 | 15.0 | 92.5 | 90.0 | 182.5 | For rep | 1 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| | TOTAL | 539 | 18 | 0 | 521 | 10.8 | 111.2 | 57 | 4.6 | 33.8 | 15.8 | 49.6 | 16031 (RE work), 16852 (RVNL), 16613 (IRCON) | | | | | | | | | |
| | JHS | 132 | 4 | 6 | 122 | 14.0 | 140.1 | 80 | 5.1 | 38.3 | 16.7 | 54.9 | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| | TOTAL | 132 | 4 | 6 | 122 | 14.0 | 140.1 | 80 | 5.1 | 38.3 | 16.7 | 54.9 | 18575, 586, 601, 613 (o/a for cond) | | | | | | | | | |
| NE | GD | 157 | 3 | 0 | 154 | 14.0 | 140.1 | 80 | 5.1 | 38.3 | 16.7 | 54.9 | 18576, 18598 (o/a f cond), 18799, 16847 (for cond) | | | | | | | | | |
| | IZN | 112 | 0 | 0 | 112 | 7.5 | 104.6 | 50 | 2.9 | 3.9 | 47.7 | 51.6 | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| | TOTAL | 269 | 3 | 0 | 266 | 21.4 | 244.6 | 130 | 8.1 | 42.1 | 64.4 | 106.5 | 40094, 20077 (for rep) | | | | | | | | | |
| | MLDT | 87 | 4 | 4 | 79 | 7.9 | 71.1 | 68 | 0.3 | 2.8 | 0.0 | 2.8 | 16871, 18616, 18659, 18665, 18708, 18841, 18947 (Elect work) | | | | | | | | | |
| NF | NGC | 115 | 4 | 5 | 106 | 9.1 | 96.9 | 27 | 5.6 | 37.3 | 27.1 | 64.3 | For rep | 0 | for cond. | 2 | o/aged for cond | 6 | New com | 0 | Condemned | 0 |
| | SGUJ | 189 | 0 | 0 | 189 | 9.5 | 179.6 | 78 | 5.1 | 0.0 | 96.5 | 96.5 | 18596 (O/a condemned) | | | | | | | | | |
| | TOTAL | 391 | 8 | 9 | 374 | 26.5 | 347.6 | 173 | 11.0 | 40.1 | 123.5 | 163.6 | 18597 (O/a for cond) | | | | | | | | | |
| | BGKT | 163 | 2 | 0 | 161 | 8.1 | 153.0 | 60 | 4.6 | 0.0 | 88.3 | 88.3 | For rep 0 for cond. 0 o/aged for cond 0 New com 0 Condemned 0 | | | | | | | | | |
| NWR | ABR | 132 | 7 | 2 | 123 | 9.8 | 113.2 | 59 | 3.0 | 6.0 | 45.1 | 51.2 | For rep | 2 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| | TOTAL | 295 | 9 | 2 | 284 | 17.9 | 266.2 | 119 | 7.7 | 6.0 | 133.4 | 139.5 | 18600 (O/a for cond) | | | | | | | | | |
| | ED | 126 | 1 | 3 | 122 | 10.4 | 111.6 | 80 | 2.3 | 13.0 | 16.3 | 29.3 | 18596 (O/a condemned) | | | | | | | | | |
| | ERS | 48 | 0 | 5 | 43 | 4.3 | 38.7 | 36 | 0.3 | 2.4 | 0.0 | 2.4 | 18597 (O/a for cond) | | | | | | | | | |
| SR | GOC | 107 | 0 | 5 | 102 | 7.9 | 94.1 | 72 | 1.2 | 2.3 | 18.5 | 20.8 | For rep | 0 | for cond. | 0 | o/aged for cond | 2 | New com | 0 | Condemned | 1 |
| | TNP | 26 | 1 | 7 | 18 | 1.8 | 16.2 | 16 | 0.0 | 0.2 | 0.0 | 0.2 | | | | | | | | | | |
| | TOTAL | 307 | 2 | 20 | 285 | 24.4 | 260.6 | 204 | 3.8 | 17.9 | 34.9 | 52.8 | | | | | | | | | | |
| | KZJ | 190 | 0 | 0 | 190 | 14.4 | 175.7 | 53 | 7.8 | 30.9 | 83.9 | 114.8 | | | | | | | | | | |
| SC | GY | 206 | 0 | 0 | 206 | 12.8 | 193.2 | 55 | 8.3 | 25.2 | 104.7 | 129.9 | | | | | | | | | | |
| | GTL | 121 | 0 | 0 | 121 | 12.1 | 108.9 | 52 | 5.7 | 51.2 | 0.0 | 51.2 | | | | | | | | | | |
| | MLY | 47 | 0 | 0 | 47 | 4.7 | 42.3 | 24 | 1.8 | 16.5 | 0.0 | 16.5 | | | | | | | | | | |
| | TOTAL | 580 | 0 | 0 | 580 | 46.0 | 534.1 | 196 | 23.9 | 125.6 | 188.6 | 314.2 | | | | | | | | | | |
| SE | BZA | 16 | 0 | 0 | 16 | 2.0 | 14.0 | 12 | 0.2 | 1.8 | 0.0 | 1.8 | | | | | | | | | | |
| | KGP | 103 | 0 | 0 | 103 | 10.3 | 92.7 | 14 | 7.9 | 70.8 | 0.0 | 70.8 | | | | | | | | | | |
| | BNDM | 151 | 0 | 0 | 151 | 10.0 | 141.0 | 32 | 6.4 | 17.2 | 85.4 | 102.6 | | | | | | | | | | |
| | TOTAL | 298 | 0 | 0 | 298 | 24.7 | 273.3 | 60 | 2.6 | 23.0 | 0.0 | 23.0 | | | | | | | | | | |
| SEC | BKSC | 44 | 0 | 0 | 44 | 4.4 | 39.6 | 14 | 16.8 | 111.1 | 85.4 | 196.5 | | | | | | | | | | |
| | TOTAL | 298 | 0 | 0 | 298 | 12.4 | 168.7 | 25 | 9.3 | 37.3 | 97.1 | 134.4 | | | | | | | | | | |
| | R | 181 | 0 | 0 | 181 | 10.3 | 144.8 | 105 | 2.9 | 17.1 | 19.7 | 36.8 | | | | | | | | | | |
| | KJM | 173 | 9 | 9 | 155 | 10.3 | 144.8 | 105 | 2.9 | 17.1 | 19.7 | 36.8 | | | | | | | | | | |
| R | HUBLI | 203 | 0 | 0 | 203 | 10.2 | 192.9 | 35 | 7.9 | 0.0 | 150.0 | 150.0 | | | | | | | | | | |
| | TOTAL | 376 | 9 | 9 | 358 | 20.4 | 337.6 | 140 | 10.8 | 17.1 | 169.7 | 186.8 | | | | | | | | | | |
| | RTM | 105 | 4 | 4 | 97 | 9.4 | 87.7 | 47 | 4.1 | 36.9 | -0.3 | 36.6 | | | | | | | | | | |
| | VTA | 119 | 8 | 9 | 102 | 10.2 | 91.8 | 58 | 3.4 | 30.4 | 0.0 | 30.4 | | | | | | | | | | |
| WR | SBT | 202 | 0 | 6 | 196 | 9.8 | 186.2 | 20 | 8.3 | 0.0 | 157.9 | 157.9 | | | | | | | | | | |
| | TOTAL | 426 | 12 | 19 | 395 | 29.4 | 365.7 | 125 | 15.8 | 67.3 | 157.6 | 224.9 | | | | | | | | | | |
| | ET | 171 | 13 | 2 | 156 | 13.2 | 142.9 | 77 | 6.4 | 131.9 | 59.6 | 191.5 | | | | | | | | | | |
| | NKJ | 246 | 5 | 1 | 240 | 20.7 | 219.3 | 10 | 17.8 | 188.0 | 62.9 | 250.9 | | | | | | | | | | |
| WCR | TOTAL | 417 | 18 | 3 | 396 | 33.9 | 362.2 | 87 | 24.2 | 1149.3 | 1562.4 | 2711.7 | | | | | | | | | | |
| | IR | 5512 | 92 | 98 | 5322 | 416.4 | 4905.7 | 1984 | 209.9 | 1149.3 | 1562.4 | 2711.7 | | | | | | | | | | |

BG DIESEL LOCO AVAILABILITY TARGETS FOR JUNE 2018

| | | CR | ER | ECR | ECOR | NR | NCR | NER | NFR | NWR | SR | SCR | SER | SECR | SWR | WR | WCR | Total |
|-----|--------------------------------------|---|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 1 | Holding as on 1.5.2018 | 328 | 330 | 342 | 298 | 540 | 132 | 269 | 391 | 295 | 308 | 580 | 298 | 179 | 376 | 426 | 415 | 5507 |
| 2 | Commissioned May 2017 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14 |
| 2.1 | Cumulative upto May 2017 | 1 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 1 | 8 | 35 |
| 3 | Condemned May 2017 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3.1 | Cumulative upto May 2017 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 24 |
| 4 | Transfers May 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.6.2018 (1+2-3+4) | 329 | 330 | 340 | 302 | 539 | 132 | 269 | 391 | 295 | 307 | 580 | 298 | 181 | 376 | 426 | 417 | 5512 |
| 6a | Accident damaged (u/r) | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 6b | For condemnation | 3 | 4 | 1 | 0 | 7 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 17 | 48 |
| 6c | Locos in inferior services | 25.0 | 0.0 | 4.0 | 1.0 | 0.0 | 6.0 | 0.0 | 9.0 | 2.0 | 20.0 | 0.0 | 0.0 | 0.0 | 9.0 | 19.0 | 3 | 98 |
| 6d | MISC/ RDSO TRIALS/HIRE | 0 | 0 | 0 | 0 | 7 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 35 |
| 7 | EFFECTIVE ON LINE (5-6) | 301 | 326 | 334 | 301 | 521 | 122 | 266 | 374 | 284 | 285 | 580 | 298 | 181 | 358 | 395 | 396 | 5322 |
| 8 | Ineffective %age | HHP locos - 5%, WDP1 & WDP3A - 12.5%, All other locos - 10% (Heavy repair & Minor repair both same) | | | | | | | | | | | | | | | | |
| 8a | Locos ineffective | 22.9 | 28.6 | 27.6 | 24.3 | 45.5 | 10.8 | 21.4 | 26.5 | 17.9 | 24.4 | 46.0 | 24.7 | 12.4 | 20.4 | 29.4 | 33.9 | 416.4 |
| 9 | Locos available (7-8) | 278.2 | 297.4 | 306.4 | 276.7 | 475.5 | 111.2 | 244.6 | 347.6 | 266.2 | 260.6 | 534.1 | 273.3 | 168.7 | 337.6 | 365.7 | 362.2 | 4905.7 |
| 10 | Passenger Link | 114.0 | 115.0 | 105.0 | 56.0 | 278.0 | 57.0 | 130.0 | 173.0 | 119.0 | 204.0 | 196.0 | 60.0 | 25.0 | 140.0 | 125.0 | 87 | 1984 |
| 11 | Available for freight (9-10) | 164.2 | 182.4 | 201.4 | 220.7 | 197.5 | 54.2 | 114.6 | 174.6 | 147.2 | 56.6 | 338.1 | 213.3 | 143.7 | 197.6 | 240.7 | 275.2 | 2921.7 |
| 12 | For minor repair (5/10%) | 11.0 | 15.2 | 16.2 | 16.6 | 15.0 | 4.6 | 8.1 | 11.0 | 7.7 | 3.8 | 23.9 | 16.8 | 9.3 | 10.8 | 15.8 | 24.2 | 209.9 |
| 13 | FREIGHT TARGET | 153.2 | 167.2 | 185.2 | 204.1 | 182.5 | 49.6 | 106.5 | 163.6 | 139.5 | 52.8 | 314.2 | 196.5 | 134.4 | 186.8 | 224.9 | 250.9 | 2711.7 |
| 14 | Allotment May 2017 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14 |
| 14a | Cum. allotment May 2017 | 1 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 1 | 8 | 35 |
| 15 | Allotment of locos to Rlys | | | | | | | | | | | | | | | | | 0 |
| | WDM3A/C/D | | | | 0 | | | | | | | | | | | | | 26 |
| | WDG4 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | | 1 | 8 | 0 |
| | WDG3A | | | | | | | | | | | | | | | | | 0 |
| | WDP4 | 1 | 0 | 0 | | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| | Total | 1 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 2 | 1 | 8 | 35 |
| 16 | Under Commissioning by Rlys. | | | | | | | | | | | | | | | | | 0 |
| | WDM3A/C/D | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| | WDG4 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| | WDG3A | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| | WDP4 | 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 | | | | | | | | | | | | | | | | | 0 |
| | WDM2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | WDG4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| | WDP4 | 0 | 0 | 1 | 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 | 1 |
| | WDP1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WDP3A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | WDM3A/C/D | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| | Total | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 18 | Under condemnation | | | | | | | | | | | | | | | | | 0 |
| | WDM2 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | WDP4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| | WDM3A/C/D | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 17 | 48 |
| | Total | 3 | 4 | 1 | 0 | 7 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 4 | 17 | 48 | |

Locos commissioned in 2017-18 (Upto last month)

| | WDG4 | WDM2G | NRC | WDM3C/D | WDP4 | TOTAL |
|--------------------------------------|--|-------|-----|---------|------------------------------|-------|
| Locos commissioned (upto last month) | 26 | | | | 9 | 35 |
| | 70777,794,796,801,2,5-8,810,2-16,19,21-27,29,39, 50006 | | | | 40514,15,58,553,554,59,61,62 | |

SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-6-2018

| RLY | SHED | WDM2 | WDG3A | WDP1 | WDP3A | WDM3A | WDM3D | WDG4 | WDP4 | TOTAL |
|--------------|--------------|-----------|------------|-----------|-----------|------------|-----------|------------|------------|------------|
| CR | PA | 2 | 27 | | | 27 | 36 | 90 | 23 | 205 |
| | KYN | 0 | 37 | | 10 | 0 | 21 | 23 | 14 | 105 |
| | CLA | 3 | 12 | | | 4 | 0 | 0 | | 19 |
| | Total | 5 | 76 | 0 | 10 | 31 | 57 | 113 | 37 | 329 |
| ER | HWH | 0 | 0 | | | 11 | 23 | | 13 | 47 |
| | BWN | 2 | 4 | | | 70 | | | | 76 |
| | UDL | 0 | 76 | | | 18 | | 50 | 2 | 146 |
| | JMP | 4 | | | | 42 | | 12 | 3 | 61 |
| | Total | 6 | 80 | 0 | 0 | 141 | 23 | 62 | 18 | 330 |
| ECR | PTRU | 0 | 45 | | | 26 | | | | 136 |
| | MGS | 4 | 0 | | | 32 | | 25 | | 61 |
| | SPJ | 0 | 39 | | | 33 | 43 | | 28 | 143 |
| | Total | 4 | 84 | 0 | 0 | 91 | 43 | 81 | 37 | 340 |
| ECOR | VSKP | | 126 | | | 46 | 14 | 116 | | 302 |
| NR | TKD | 0 | 0 | 44 | 21 | 37 | 0 | 2 | 61 | 165 |
| | LDH | 3 | 49 | | | 107 | 0 | 29 | 7 | 195 |
| | LKO | 0 | 23 | | 0 | 28 | 59 | 59 | 10 | 179 |
| | Total | 3 | 72 | 44 | 21 | 172 | 59 | 90 | 78 | 539 |
| NCR | JHS | 4 | 35 | | | 35 | 29 | 18 | 11 | 132 |
| NER | GD | 0 | 10 | | | 118 | 0 | 17 | 12 | 157 |
| | IZN | 0 | | | | | 37 | 52 | 23 | 112 |
| | Total | 0 | 10 | 0 | 0 | 118 | 37 | 69 | 35 | 269 |
| NFR | MLDT | 10 | 4 | | | 58 | 15 | 0 | | 87 |
| | NGC | 8 | 51 | | | 15 | 11 | 30 | | 115 |
| | SGUJ | | | | | | | 113 | 76 | 189 |
| | Total | 18 | 55 | 0 | 0 | 73 | 26 | 143 | 76 | 391 |
| NWR | BGKT | | | | | | | 97 | 66 | 163 |
| | ABR | 6 | 10 | | | 66 | | 50 | | 132 |
| | Total | 6 | 10 | 0 | 0 | 66 | 0 | 147 | 66 | 295 |
| SR | ED | 2 | 25 | | | 12 | 51 | 16 | 20 | 126 |
| | ERS | 3 | 11 | | | 34 | | | | 48 |
| | GOC | 3 | 36 | | | 9 | 9 | 0 | 19 | 107 |
| | TNP | 6 | 5 | | | 15 | | | | 26 |
| | Total | 14 | 77 | 0 | 9 | 70 | 51 | 35 | 51 | 307 |
| | SCR | KZJ | 0 | 55 | 0 | | 42 | | 93 | 0 |
| SER | GY | 0 | 14 | | | 10 | 26 | 116 | 40 | 206 |
| | GTL | 0 | 70 | | | 26 | 25 | | | 121 |
| | MLY | 0 | 23 | | | 24 | | | | 47 |
| | BZA | 0 | | 16 | | 0 | | | | 16 |
| | Total | 0 | 162 | 16 | 0 | 102 | 51 | 209 | 40 | 580 |
| | KGP | | 72 | | | 31 | | | | 103 |
| | BNDM | 0 | 3 | | | 31 | 15 | 95 | 7 | 151 |
| BKSC | 1 | 19 | | | 24 | | | | 44 | |
| Total | 1 | 94 | 0 | 0 | 86 | 15 | 95 | 7 | 298 | |
| SECR | R | 2 | 34 | | | 30 | 0 | 108 | 7 | 181 |
| SWR | KJM | | 38 | | | 26 | 4 | 24 | 81 | 173 |
| | HUBLI | | | | | | | 165 | 38 | 203 |
| | Total | 0 | 38 | 0 | 0 | 26 | 4 | 189 | 119 | 376 |
| WR | RTM | 3 | 33 | | | 37 | 25 | | 7 | 105 |
| | VTA | | 35 | | | 58 | 26 | | 0 | 119 |
| | SBT | | | | | 6 | | 174 | 22 | 202 |
| | Total | 3 | 68 | 0 | 0 | 101 | 51 | 174 | 29 | 426 |
| WCR | ET | 9 | | | | 69 | 43 | 3 | 47 | 171 |
| | NKJ | 1 | 120 | | | 51 | 8 | 66 | | 246 |
| | Total | 10 | 120 | 0 | 0 | 120 | 51 | 69 | 47 | 417 |
| IR | | 76 | 1141 | 60 | 40 | 1308 | 511 | 1718 | 658 | 5512 |

| | | Availability Target for June 2018 (MG) | | | | | | | | | | | LOCOS TEMPORARILY DELETED |
|-----|--------------|--|---------------------|-----------------|---------------------------|------------------------|-------------------------|---------------------|-------------------|---------------------------|-------------------------|---------------------------|---------------------------|
| 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 | |
| | | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | |
| ECR | Narkatiagunj | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 9 locos (for cond) |
| NE | CI | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | |
| | IZN | 31 | 0 | 9 | 2 | 20 | 2.0 | 18.0 | 14 | 4.0 | 0.4 | 3.6 | |
| | TOTAL | 31 | 0 | 9 | 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 | 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 | |
| NW | FL | 18 | 0 | 15 | 0 | 3 | 0.5 | 2.6 | 3 | 0 | 0 | 0 | |
| SR | GOC | 5 | 0 | 0 | 0 | 5 | 0.5 | 4.5 | 2 | 2.5 | 0.3 | 2.3 | |
| WR | SBI | 20 | 0 | 7 | 2 | 11 | 1.1 | 9.9 | 9 | 0.9 | 0.1 | 0.8 | |
| | MHW | 14 | 0 | 8 | 1 | 5 | 0.8 | 4.3 | 4.0 | 0.3 | 0.0 | 0.2 | |
| | GIM | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | |
| | Total | 34 | 0 | 15 | 3 | 16 | 2 | 14.2 | 13 | 1.2 | 0 | 1.0 | |
| IR | TOTAL | 88 | 0 | 39 | 5 | 44.0 | 4.8 | 39.2 | 32 | 7.2 | 0.7 | 6.5 | |

| MG DIESEL LOCO AVAILABILITY TARGETS FOR JUNE 2018 | | | | | | | | |
|---|--------------------------------------|-----|------|---------|------|-----|-------|------------|
| | | ECR | NER | NFR | NWR | SR | WR | Total |
| 1 | Holding as on 1.5.2018 | 0 | 31 | 0 | 18 | 5 | 34 | 88 |
| 2 | Commissioned May 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2.1 | Cumulative upto May 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Condemned May 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3.1 | Cumulative upto May 2017 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Transfers May 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.6.2018 (1+2-3+4) | 0 | 31 | 0 | 18 | 5 | 34 | 88 |
| 6a | Accident damaged (u/r) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6b | Formal condemnation | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6c | Locos in inferior services | 0 | 2 | 0 | 0 | 0 | 3 | 5 |
| 6c | MISC/ RDSO TRIALS/GRS | 0 | 9 | 0 | 15 | 0 | 15 | 39 |
| 7 | EFFECTIVE ON LINE (5-6) | 0 | 20 | 0 | 3 | 5 | 16 | 44 |
| 8 | Ineffective %age (target) | 10 | 12.5 | 10/12.5 | 15 | 10 | 10/15 | 10/12.5/15 |
| 8a | Locos ineffective | 0.0 | 2.0 | 0.0 | 0.5 | 0.5 | 1.9 | 4.8 |
| 9 | Locos available (7-8) | 0.0 | 18.0 | 0.0 | 2.6 | 4.5 | 14.2 | 39.2 |
| 10 | Passenger Link | 0.0 | 14.0 | 0.0 | 3.0 | 2.0 | 13.0 | 32 |
| 11 | Available for freight (9-10) | 0.0 | 4.0 | 0.0 | -0.5 | 2.5 | 1.2 | 7.2 |
| 12 | Locos for minor repair (10 %) | 0.0 | 0.4 | 0.0 | 0.0 | 0.3 | 0.1 | 0.7 |
| 13 | Net freight TARGET | 0.0 | 3.6 | 0.0 | -0.4 | 2.3 | 1.0 | 6.5 |
| 14 | Miscellaneous/RDSO/Trial | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | Loco under GRS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |