

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

संख्या : 2017/एम(एल)/467/2

नई दिल्ली, दिनांक 15.02.2018

प्रधान मुख्य विद्युत इंजीनियर,  
सभी क्षेत्रीय रेलवे।

**Principal Chief Electrical Engineers,  
All Indian Railways.**

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


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

जनवरी २०१८ 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 हैं।

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 January 2018 as compared with same period of previous year.

संलग्न: यथोक्त।

DA: As above.

  
(सुमन कुमार ताती)  
निदेशक/यांत्रिक/कर्षण  
रेलवे बोर्ड

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2017-2018						
Rly.	April' 2016-Jan'2017		April' 2017-Jan'2018		%age Improvement /100ML /month	
	No. of PL cases		No. of PL cases			
	Direct	Total Trains	Direct	Total Trains	Direct	Total Trains
					6.3	4.7
CR	174	426	163	406	28.1	11.3
ER	57	133	41	118	21.7	18.4
ECR	184	342	144	279	-22.2	-14.0
ECOR	27	57	33	65	20.8	10.9
NR	361	695	286	619	29.2	18.7
NCR	137	278	97	226	26.6	6.9
NER	139	261	102	243	15.6	9.2
NFR	128	251	108	228	-11.7	-8.7
NWR	188	333	210	362	-18.2	-13.1
SR	143	291	169	329	23.1	38.5
SCR	104	244	80	150	-25.0	18.0
SER	20	61	25	50	33.3	13.9
SECR	15	36	10	31	21.9	21.6
SWR	146	291	114	228	-1.9	-19.0
WR	107	231	109	275	1.3	10.7
WCR	154	394	152	352	0.0	0.0
KR	1	2	1	2	-100.0	-200.0
DLW	0	2	1	6	11.5	8.3
IR	2085	4328	1845	3969		

PUNCTUALITY LOSS CASES ON DIESEL LOCO ACCOUNT (BG) 2017-2018 ( LOCO+DEMU)								
Rly.	April' 2016-Jan'2017		April' 2017-Jan'2018		%age Improvement /100ML /month		Indirect DMU Cases	
	No. of PL cases		No. of PL cases		Direct	Total Trains	2017	2018
	Direct	Total Trains	Direct	Total Trains				
CR	174	428	163	406	6.3	5.1	2	0
ER	57	133	41	118	28.1	11.3	0	0
ECR	184	371	144	297	21.7	19.9	29	18
ECOR	27	57	33	66	-22.2	-15.8	0	1
NR	361	718	286	647	20.8	9.9	23	28
NCR	137	285	97	228	29.2	20.0	7	2
NER	139	264	102	243	26.6	8.0	3	0
NFR	128	254	108	233	15.6	8.3	3	5
NWR	188	334	210	366	-11.7	-9.6	1	4
SR	143	291	169	329	-18.2	-13.1	0	0
SCR	104	244	80	154	23.1	36.9	0	4
SER	20	61	25	50	-25.0	18.0	0	0
SECR	15	36	10	31	33.3	13.9	0	0
SWR	146	296	114	233	21.9	21.3	5	5
WR	107	231	109	275	-1.9	-19.0	0	0
WCR	154	394	152	352	1.3	10.7	0	0
KR	1	2	1	5	0.0	-150.0	0	3
DLW	0	2	1	6	-100.0	-200.0	0	0
IR	2085	4401	1845	4039	11.5	8.2	73	70



SHEDWISE PUNCTUALITY PERFORMANCE OF DIESEL LOCOS (BG) 2017-18 (Apr'16 - Jan'18)											
Rly	Shed	Apr'16 To Jan'17			Jan'18			Apr'17 To Jan'18			
		No. of Direct cases	Avg Loco Mail Link	Cases/ 100 Link/ Month	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	62	78	8.0	2	69	2.9	61	71	8.6	-7.5
	KYN	92	45	20.6	4	47	8.5	66	47	14.1	31.8
	CLA	0	0	0.0	0	0	0.0	1	0	0.0	0.0
	<b>Total</b>	<b>154</b>	<b>122</b>	<b>12.6</b>	<b>6</b>	<b>116</b>	<b>5.2</b>	<b>128</b>	<b>118</b>	<b>10.8</b>	<b>13.9</b>
ER	HWH	16	35	4.6	1	33	3.0	11	32	3.5	25.4
	BWN	16	42	3.8	1	40	2.5	12	38	3.1	18.2
	UDL	11	12	9.3	0	11	0.0	7	10	6.9	26.4
	JMP	5	33	1.5	2	30	6.7	6	32	1.9	-24.2
	<b>Total</b>	<b>48</b>	<b>121</b>	<b>4.0</b>	<b>4</b>	<b>114</b>	<b>3.5</b>	<b>36</b>	<b>112</b>	<b>3.2</b>	<b>19.0</b>
ECR	PTRU	19	23	8.4	1	22	4.5	18	22	8.2	2.7
	MGS	46	26	17.7	2	20	10.0	20	22	9.3	47.4
	SPJ	54	62	8.7	7	63	11.1	70	65	10.9	-24.2
	<b>Total</b>	<b>119</b>	<b>110</b>	<b>10.8</b>	<b>10</b>	<b>105</b>	<b>9.5</b>	<b>108</b>	<b>108</b>	<b>10.0</b>	<b>7.2</b>
ECOR	VSKP	20	53	3.8	2	52	3.8	23	52	4.4	-17.2
NR	TKD	144	132	10.9	5	119	4.2	84	126	6.7	38.8
	LDH	54	84	6.4	1	86	1.2	42	85	4.9	22.9
	LKO	111	76	14.6	2	76	2.6	81	79	10.2	30.1
	SSB	1	10	1.0	0	0	0.0	0	0	0.0	0.0
	<b>Total</b>	<b>310</b>	<b>303</b>	<b>10.2</b>	<b>8</b>	<b>281</b>	<b>2.8</b>	<b>207</b>	<b>290</b>	<b>7.1</b>	<b>30.4</b>
NCR	JHS	67	59	11.4	2	56	3.6	45	55	8.1	28.7
	AGC	0	0	0.0	0	0	0.0	0	0	0.0	0.0
	<b>Total</b>	<b>67</b>	<b>59</b>	<b>11.4</b>	<b>2</b>	<b>56</b>	<b>3.6</b>	<b>45</b>	<b>56</b>	<b>8.1</b>	<b>29.2</b>
NER	GD	64	94	6.8	2	78	2.6	45	85	5.3	21.6
	IZN	41	32	13.0	3	45	6.7	43	45	9.7	25.8
	<b>Total</b>	<b>105</b>	<b>126</b>	<b>8.4</b>	<b>5</b>	<b>123</b>	<b>4.1</b>	<b>88</b>	<b>129</b>	<b>6.8</b>	<b>18.3</b>
NFR	MLDT	26	62	4.2	3	68	4.4	12	63	1.9	54.3
	NGC	31	44	7.0	0	27	0.0	24	48	5.0	28.6
	SGUJ	50	70	7.1	1	78	1.3	43	75	5.8	19.0
	<b>Total</b>	<b>108</b>	<b>176</b>	<b>6.1</b>	<b>4</b>	<b>173</b>	<b>2.3</b>	<b>79</b>	<b>185</b>	<b>4.3</b>	<b>30.3</b>
NWR	BGKT	83	56	14.9	5	61	8.2	111	61	18.3	-22.7
	ABR	73	63	11.6	5	59	8.5	45	59	7.6	34.7
	<b>Total</b>	<b>156</b>	<b>119</b>	<b>13.2</b>	<b>10</b>	<b>120</b>	<b>8.3</b>	<b>156</b>	<b>120</b>	<b>13.0</b>	<b>1.2</b>
SR	ED	51	97	5.2	8	93	8.6	62	97	6.4	-22.6
	ERS	16	38	4.2	2	36	5.6	16	39	4.2	1.3
	GOC	42	63	6.6	2	62	3.2	48	57	8.5	-27.8
	TNP	10	17	6.1	0	14	0.0	7	14	4.9	19.8
	<b>Total</b>	<b>119</b>	<b>215</b>	<b>5.5</b>	<b>12</b>	<b>205</b>	<b>5.9</b>	<b>133</b>	<b>206</b>	<b>6.5</b>	<b>-16.7</b>
SCR	KZJ	28	51	5.5	0	54	0.0	16	48	3.3	39.3
	GY	37	55	6.7	1	57	1.8	21	59	3.6	46.8
	GTL	18	63	2.9	2	51	3.9	17	47	3.6	-25.0
	MLY	10	47	2.1	0	25	0.0	4	42	0.9	55.3
	BZA	0	15	0.0	0	13	0.0	1	13	0.8	0.0
	<b>Total</b>	<b>93</b>	<b>232</b>	<b>4.0</b>	<b>3</b>	<b>200</b>	<b>1.5</b>	<b>59</b>	<b>209</b>	<b>2.8</b>	<b>29.7</b>
SER	KGP	3	14	2.2	0	14	0.0	1	14	0.7	67.4
	BNDM	15	31	4.8	1	32	3.1	20	32	6.3	-30.0
	BKSC	1	12	0.8	0	14	0.0	1	14	0.7	12.9
	<b>Total</b>	<b>19</b>	<b>57</b>	<b>3.3</b>	<b>1</b>	<b>60</b>	<b>1.7</b>	<b>22</b>	<b>60</b>	<b>3.7</b>	<b>-10.2</b>
SECR	R	14	24	5.9	2	23	8.7	10	23	4.3	25.8
SWR	KJM	62	97	6.4	6	103	5.8	69	100	6.9	-7.4
	UBL	62	35	17.7	2	35	5.7	21	35	6.0	66.3
	<b>Total</b>	<b>124</b>	<b>132</b>	<b>9.4</b>	<b>8</b>	<b>138</b>	<b>5.8</b>	<b>90</b>	<b>136</b>	<b>6.6</b>	<b>29.4</b>
WR	RTM	57	61	9.3	3	44	6.8	42	42	9.9	-6.3
	VTA	40	58	6.9	3	56	5.4	47	61	7.7	-12.1
	SBI	13	0	0.0	1	19	5.3	18	14	12.7	0.0
	<b>Total</b>	<b>110</b>	<b>119</b>	<b>9.2</b>	<b>7</b>	<b>119</b>	<b>5.9</b>	<b>107</b>	<b>117</b>	<b>9.1</b>	<b>1.3</b>
WCR	ET	105	75	14.0	8	79	10.1	96	76	12.6	9.9
	NKJ	26	31	8.4	1	26	3.8	15	30	5.1	39.8
	<b>Total</b>	<b>131</b>	<b>106</b>	<b>12.4</b>	<b>9</b>	<b>105</b>	<b>8.6</b>	<b>111</b>	<b>106</b>	<b>10.5</b>	<b>15.1</b>
DLW	DLW	0	0	0.0	0	0	0.0	1	0	0.0	0.0
DEMU		0	0	0.0	0	0	0.0	1	0	0.0	0.0
IR		1699	2074	8.2	93	1990	4.7	1404	2027	6.9	15.4
Mism. by Crew		135			8			114			
Misc./ Others		251			16			327			
IR (G.TOTAL)		2085			117			1845			

## Territory Wise Punctuality Cases On Diesel account - Jan.'2018

Rly.	APR'16-Jan-17			APR'17-Jan-18			% Imp. / Det. of Dir. Cases	% Imp./ Det. of Indirect cases	% Imp. / Det. Of Total cases
	Dir.	Ind.	Total	Dir.	Ind.	Total			
CR	180	274	454	132	197	329	26.7	28.1	27.5
ER	41	46	87	39	55	94	4.9	-19.6	-8.0
ECR	231	264	495	165	195	360	28.6	26.1	27.3
ECOR	49	60	109	54	49	103	-10.2	18.3	5.5
NR	377	431	808	273	400	673	27.6	7.2	16.7
NCR	176	269	445	136	249	385	22.7	7.4	13.5
NER	146	123	269	90	115	205	38.4	6.5	23.8
NFR	121	74	195	97	75	172	19.8	-1.4	11.8
NWR	172	101	273	203	188	391	-18.0	-86.1	-43.2
SR	115	112	227	125	118	243	-8.7	-5.4	-7.0
SCR	107	88	195	103	69	172	3.7	21.6	11.8
SER	8	13	21	12	8	20	-50.0	38.5	4.8
SECR	5	3	8	8	17	25	-60.0	-466.7	-212.5
SWR	109	141	250	105	130	235	3.7	7.8	6.0
WR	60	43	103	75	74	149	-25.0	-72.1	-44.7
WCR	142	213	355	167	211	378	-17.6	0.9	-6.5
KR	46	61	107	61	44	105	-32.6	27.9	1.9
IR	2085	2316	4401	1845	2194	4039	11.5	5.3	8.2