

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

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

नई दिल्ली, दिनांक .3.2018

मुख्य विद्युत अभियंता,
सभी भारतीय रेलें।

Chief Mechanical Engineers,
All Indian Railways.

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

बड़ी लाइन एवं छोटी लाइन के लिए मार्च 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 March 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.

BG DIESEL LOCO AVAILABILITY TARGETS FOR MAR 2018

| | | CR | ER | ECR | ECOR | NR | NCR | NER | NFR | NWR | SR | SCR | SER | SECR | SWR | WR | WCR | Total |
|-----|--------------------------------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| 1 | Holding as on 1.2.2018 | 331 | 332 | 344 | 289 | 545 | 132 | 269 | 402 | 292 | 308 | 577 | 300 | 170 | 374 | 427 | 410 | 5502 |
| 2 | Commissioned Feb 2017 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 2.1 | Cumulative upto Feb 2017 | 3 | 10 | 29 | 25 | 22 | 4 | 1 | 5 | 13 | 22 | 13 | 17 | 14 | 29 | 8 | 14 | 229 |
| 3 | Condemned Feb 2017 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 15 |
| 3.1 | Cumulative upto Feb 2017 | 5 | 18 | 14 | 1 | 2 | 9 | 2 | 32 | 1 | 14 | 31 | 6 | 1 | 5 | 12 | 4 | 157 |
| 4 | Transfers Feb 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.3.2018 (1+2-3+4) | 328 | 331 | 344 | 291 | 547 | 132 | 269 | 395 | 295 | 308 | 576 | 300 | 169 | 374 | 427 | 410 | 5496 |
| 6a | Accident damaged (u/r) | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 3 | 17 |
| 6b | For condemnation | 2 | 17 | 3 | 0 | 28 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 10 | 2 | 20 | 94 |
| 6c | Locos in inferior services | 24.0 | 0.0 | 6.0 | 1.0 | 0.0 | 6.0 | 0.0 | 13.0 | 2.0 | 20.0 | 0.0 | 0.0 | 0.0 | 10.0 | 20.0 | 3 | 105 |
| 6d | MISC/ RDSO TRIALS/HIRE | 0 | 0 | 0 | 0 | 8 | 3 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 32 |
| 7 | EFFECTIVE ON LINE (5-6) | 301 | 314 | 335 | 290 | 507 | 122 | 266 | 372 | 284 | 288 | 574 | 297 | 169 | 347 | 398 | 384 | 5248 |
| 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 | 27.4 | 27.7 | 23.8 | 44.5 | 10.8 | 21.5 | 26.3 | 17.9 | 24.7 | 45.6 | 24.6 | 12.1 | 19.4 | 29.8 | 33.1 | 411.8 |
| 9 | Locos available (7-8) | 278.1 | 286.6 | 307.4 | 266.3 | 462.5 | 111.2 | 244.6 | 345.8 | 266.2 | 263.3 | 528.5 | 272.4 | 156.9 | 327.6 | 368.2 | 350.9 | 4836.2 |
| 10 | Passenger Link | 117.0 | 118.0 | 105.0 | 54.0 | 290.0 | 57.0 | 129.0 | 173.0 | 119.0 | 207.0 | 200.0 | 60.0 | 25.0 | 138.0 | 119.0 | 105 | 2016 |
| 11 | Available for freight (9-10) | 161.1 | 168.6 | 202.4 | 212.3 | 172.5 | 54.2 | 115.6 | 172.8 | 147.2 | 56.3 | 328.5 | 212.4 | 131.9 | 189.6 | 249.2 | 245.9 | 2820.2 |
| 12 | For minor repair (5/10%) | 10.7 | 13.9 | 16.4 | 16.2 | 13.3 | 4.6 | 8.3 | 10.5 | 7.8 | 4.0 | 23.1 | 16.4 | 9.0 | 9.9 | 16.8 | 21.7 | 202.7 |
| 13 | FREIGHT TARGET | 150.4 | 154.7 | 186.0 | 196.0 | 159.2 | 49.6 | 107.2 | 162.3 | 139.4 | 52.3 | 305.3 | 196.0 | 122.9 | 179.7 | 232.4 | 224.2 | 2617.5 |
| 14 | Allotment Feb 2017 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 14a | Cum. allotment Feb 2017 | 3 | 10 | 29 | 25 | 22 | 4 | 1 | 5 | 13 | 22 | 13 | 17 | 14 | 29 | 8 | 14 | 229 |
| 15 | Allotment of locos to Rlys | | | | 0 | | | | | | | | | | | | | 0 |
| | WDM3A/C/D | | | | 25 | 13 | 0 | 1 | 1 | 10 | 4 | 13 | 14 | 12 | | | 7 | 119 |
| | WDG4 | 0 | 10 | 9 | | | | | | | | | | | | | | 0 |
| | WDG3A | | | | | 9 | 4 | 0 | 4 | 3 | 18 | 0 | 3 | 2 | 29 | 8 | 7 | 110 |
| | WDP4 | 3 | 0 | 20 | | | | | | | | | | | | | | 0 |
| | Total | 3 | 10 | 29 | 25 | 22 | 4 | 1 | 5 | 13 | 22 | 13 | 17 | 14 | 29 | 8 | 14 | 229 |
| 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 | | | | | | | | | | | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | WDM2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| | WDG4 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | WDP4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | WDG3A | 1 | 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 | 0 |
| | WDM3A/C/D | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 6 |
| | Total | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 2 | 3 | 17 |
| 18 | Under condemnation | | | | | | | | | | | | | | | | | 80 |
| | WDM2 | 0 | 17 | 2 | 0 | 27 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 | 3 |
| | 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 | 1 |
| | WDP4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 10 |
| | WDM3A/C/D | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 20 | 94 |
| | Total | 2 | 17 | 3 | 0 | 28 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 10 | 2 | 20 | 94 |

Locos commissioned in 2017-18 (Upto last month)

| | WDG4 | WDM2G | NRC | WDM3C/D | WDP4 | TOTAL |
|--------------------------------------|--|-------|-----|---------|--|-------|
| Locos commissioned (upto last month) | 119 | | | | 110 | 229 |
| | 70646,49,63,67,68,71,73-75,77-88,90-733-76,79-86,88,91 | | | | 40389,409,18,20,33-50,52-84,86,88,89,91-500,502-509,12,20-52 | |

Availability Target for Mar 2018 (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 | 204 | 2 | 17 | 185 | 12.9 | 172.1 | 69 | 103.1 | 6.0 | 15.8 | 81.2 | 97.1 | 13359 (for cond) 14814 (for rep) 18578 (o/a condemned) | | | | | | | | | |
| | KYN | 105 | 1 | 0 | 104 | 8.8 | 95.2 | 48 | 47.2 | 3.6 | 22.8 | 20.8 | 43.6 | 13589 (for cond) | | | | | | | | | |
| | CLA | 19 | 0 | 7 | 12 | 1.2 | 10.8 | 0 | 10.8 | 1.1 | 9.7 | 0.0 | 9.7 | 18579, 560 (o/aged condemned) | | | | | | | | | |
| | TOTAL | 328 | 3 | 24 | 301 | 22.9 | 278.1 | 117 | 161.1 | 10.7 | 48.4 | 102.0 | 150.4 | For rep | 1 | for cond. | 2 | o/aged for cond | | New com | 0 | Condemned | 3 |
| ER | HWH | 44 | 0 | 0 | 44 | 3.9 | 40.1 | 37 | 3.1 | 0.3 | 2.8 | 0.0 | 2.8 | 16059,179,461,18784,817,851 (for cond) 18572 (o/a condemned)18582, 595 o/a for cond) | | | | | | | | | |
| | BWN | 73 | 8 | 0 | 65 | 6.5 | 58.5 | 40 | 18.5 | 1.9 | 16.7 | 0.0 | 16.7 | 16323,28,400,107,750,811,781 (for cond) | | | | | | | | | |
| | UDL | 153 | 7 | 0 | 146 | 11.9 | 134.2 | 11 | 123.2 | 9.9 | 68.1 | 45.1 | 113.2 | 18590 (o/a for cond); 18818 (for cond) | | | | | | | | | |
| | JMP | 61 | 2 | 0 | 59 | 5.2 | 53.9 | 30 | 23.9 | 1.8 | 11.2 | 10.8 | 22.0 | For rep 0 for cond. 14 o/aged for cond 3 New com 0 Condemned 1 | | | | | | | | | |
| | TOTAL | 331 | 17 | 0 | 314 | 27.4 | 286.6 | 118 | 168.6 | 13.9 | 98.7 | 56.0 | 154.7 | For rep | 0 | for cond. | 14 | o/aged for cond | 3 | New com | 0 | Condemned | 1 |
| ECR | PTRU | 136 | 1 | 0 | 135 | 10.3 | 124.7 | 22 | 102.7 | 7.6 | 44.6 | 50.5 | 95.1 | 40230 (for cond) | | | | | | | | | |
| | MGS | 63 | 2 | 6 | 55 | 4.4 | 50.7 | 20 | 30.7 | 2.0 | 7.9 | 20.8 | 28.7 | 18592, 594 (o/a for cond) | | | | | | | | | |
| | SPJ | 145 | 0 | 0 | 145 | 13.0 | 132.0 | 63 | 69.0 | 6.8 | 60.4 | 1.8 | 62.2 | For rep 0 for cond. 1 o/aged for cond 2 New com 0 Condemned 0 | | | | | | | | | |
| | TOTAL | 344 | 3 | 6 | 335 | 27.7 | 307.4 | 105 | 202.4 | 16.4 | 112.9 | 73.1 | 186.0 | For rep | 0 | for cond. | 1 | o/aged for cond | 2 | New com | 0 | Condemned | 0 |
| ECO | VSKP | 291 | 0 | 1 | 290 | 23.8 | 266.3 | 54 | 212.3 | 16.2 | 101.3 | 94.8 | 196.0 | New com 70788, 70791 | | | | | | | | | |
| | TOTAL | | | | | | | | | | | | | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 2 | Condemned | 0 |
| NR | TKD | 160 | 5 | 0 | 155 | 14.2 | 140.8 | 122 | 18.8 | 1.9 | 16.9 | 0.0 | 16.9 | 15510,16103(for cond) 15506 (for rep) 2 RDSO t | | | | | | | | | |
| | LDH | 206 | 25 | 0 | 181 | 16.5 | 164.6 | 86 | 78.6 | 6.5 | 46.8 | 25.3 | 72.0 | New com70783, 86 ; 1 loco RDSO T, 19 locos (o/a f cond)18644 (f rep) 4 locos(RE) | | | | | | | | | |
| | LKO | 177 | 6 | 0 | 171 | 13.9 | 157.1 | 82 | 75.1 | 4.9 | 19.7 | 50.5 | 70.3 | 12300,429 (for rep)16398, 18990(f cond) 18551(o/aged for cond)1(RDSO Trial) | | | | | | | | | |
| | SSB | 4 | 4 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17941,947,49,921 (o/a for cond) | | | | | | | | | |
| | TOTAL | 547 | 40 | 0 | 507 | 44.5 | 462.5 | 290 | 172.5 | 13.3 | 83.4 | 75.8 | 159.2 | For rep | 4 | for cond. | 4 | o/aged for cond | 24 | New com | 2 | Condemned | 0 |
| NCR | JHS | 126 | 4 | 0 | 122 | 10.8 | 111.2 | 57 | 54.2 | 4.6 | 34.2 | 15.3 | 49.6 | 70314 (for rep)18717 18718, 18860 (RE work) | | | | | | | | | |
| | AGC | 6 | 0 | 6 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | For rep 1 for cond. 0 o/aged for cond 0 New com 0 Condemned 0 | | | | | | | | | |
| | TOTAL | 132 | 4 | 6 | 122 | 10.8 | 111.2 | 57 | 54.2 | 4.6 | 34.2 | 15.3 | 49.6 | For rep | 1 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| NE | GD | 157 | 3 | 0 | 154 | 14.0 | 140.0 | 81 | 59.0 | 5.2 | 41.1 | 12.6 | 53.8 | 16031(RVNL)18759 (For RE work); 70548 (for rep) | | | | | | | | | |
| | IZN | 112 | 0 | 0 | 112 | 7.5 | 104.6 | 48 | 56.6 | 3.1 | 4.7 | 48.7 | 53.5 | For rep 1 for cond. 0 o/aged for cond 0 New com 0 Condemned 0 | | | | | | | | | |
| | TOTAL | 269 | 3 | 0 | 266 | 21.5 | 244.6 | 129 | 115.6 | 8.3 | 45.9 | 61.4 | 107.2 | For rep | 1 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| NF | MLDT | 90 | 6 | 4 | 80 | 8.0 | 72.0 | 68 | 4.0 | 0.4 | 3.6 | 0.0 | 3.6 | 16281 (for cond)17978,980,18575,586,601 (o/a for cond) | | | | | | | | | |
| | NGC | 116 | 4 | 5 | 107 | 9.2 | 97.8 | 27 | 70.8 | 5.7 | 38.1 | 27.1 | 65.1 | 17839,952,53,56,915,62,18527(o/a cond)18545,76(o/a f cond), 18799, 16847 (for cond) | | | | | | | | | |
| | SGUJ | 189 | 0 | 4 | 185 | 9.1 | 176.0 | 78 | 98.0 | 4.4 | -8.5 | 102.0 | 93.5 | For rep 0 for cond. 3 o/aged for cond 7 New com 0 Condemned 7 | | | | | | | | | |
| | TOTAL | 395 | 10 | 13 | 372 | 26.3 | 345.8 | 173 | 172.8 | 10.5 | 33.2 | 129.1 | 162.3 | For rep | 0 | for cond. | 3 | o/aged for cond | 7 | New com | 0 | Condemned | 7 |
| NWR | BGKT | 163 | 2 | 0 | 161 | 8.1 | 153.0 | 60 | 93.0 | 4.7 | 1.6 | 86.6 | 88.2 | 40094, 20077 (for rep); new com 40512 | | | | | | | | | |
| | ABR | 132 | 7 | 2 | 123 | 9.8 | 113.2 | 59 | 54.2 | 3.0 | 6.0 | 45.1 | 51.2 | 16871,18616,18659, 18665,18708,18841,18947(Elect work)new com 70776, 780 | | | | | | | | | |
| | TOTAL | 295 | 9 | 2 | 284 | 17.9 | 266.2 | 119 | 147.2 | 7.8 | 6.0 | 131.8 | 139.4 | For rep | 2 | for cond. | 0 | o/aged for cond | 0 | New com | 3 | Condemned | 0 |
| SR | ED | 133 | 0 | 4 | 129 | 11.1 | 118.0 | 87 | 31.0 | 2.3 | 14.2 | 14.4 | 28.6 | 18561 (o/a condemned); New com 40540 | | | | | | | | | |
| | ERS | 48 | 0 | 4 | 44 | 4.4 | 39.6 | 36 | 3.6 | 0.4 | 3.2 | 0.0 | 3.2 | | | | | | | | | | |
| | GOC | 104 | 0 | 5 | 99 | 7.6 | 91.4 | 70 | 21.4 | 1.3 | 2.9 | 17.1 | 20.1 | | | | | | | | | | |
| | TNP | 23 | 0 | 7 | 16 | 1.6 | 14.4 | 14 | 0.4 | 0.0 | 0.4 | 0.0 | 0.4 | | | | | | | | | | |
| | TOTAL | 308 | 0 | 20 | 288 | 24.7 | 263.3 | 207.0 | 56.3 | 4.0 | 20.8 | 31.6 | 52.3 | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 1 | Condemned | 1 |
| SC | KZJ | 186 | 1 | 0 | 185 | 14.1 | 171.0 | 54 | 117.0 | 7.5 | 29.2 | 80.3 | 109.5 | 18912 (for rep) | | | | | | | | | |
| | GY | 203 | 0 | 0 | 203 | 13.0 | 190.1 | 57 | 133.1 | 8.2 | 28.3 | 96.6 | 124.8 | | | | | | | | | | |
| | GTL | 124 | 1 | 0 | 123 | 11.9 | 111.2 | 51 | 60.2 | 5.6 | 46.4 | 8.1 | 54.6 | 14786 (for rep) | | | | | | | | | |
| | MLY | 47 | 0 | 0 | 47 | 4.7 | 42.3 | 25 | 17.3 | 1.7 | 15.6 | 0.0 | 15.6 | | | | | | | | | | |
| | BZA | 16 | 0 | 0 | 16 | 2.0 | 14.0 | 13 | 1.0 | 0.1 | 0.9 | 0.0 | 0.9 | 18588 (o/aged condemned) | | | | | | | | | |
| | TOTAL | 576 | 2 | 0 | 574 | 45.6 | 528.5 | 200.0 | 328.5 | 23.1 | 120.3 | 185.0 | 305.3 | For rep | 2 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 1 |
| SE | KGP | 103 | 0 | 0 | 103 | 10.3 | 92.7 | 14 | 78.7 | 7.9 | 70.8 | 0.0 | 70.8 | | | | | | | | | | |
| | BNDM | 151 | 1 | 0 | 150 | 9.9 | 140.1 | 32 | 108.1 | 6.0 | 10.1 | 92.1 | 102.1 | 11234 (for rep) | | | | | | | | | |
| | BKSC | 46 | 2 | 0 | 44 | 4.4 | 39.6 | 14 | 25.6 | 2.6 | 23.0 | 0.0 | 23.0 | 18583, 18584 (O/aged for cond) | | | | | | | | | |
| | TOTAL | 300 | 3 | 0 | 297 | 24.6 | 272.4 | 60 | 212.4 | 16.4 | 104.0 | 92.1 | 196.0 | For rep | 1 | for cond. | 0 | o/aged for cond | 2 | New com | 0 | Condemned | 0 |
| SEC | R | 169 | 0 | 0 | 169 | 12.1 | 156.9 | 25 | 131.9 | 9.0 | 42.6 | 80.3 | 122.9 | 17816 (o/a condemned) | | | | | | | | | |
| | TOTAL | | | | | | | | | | | | | For rep | 0 | for cond. | 0 | o/aged for cond | 0 | New com | 0 | Condemned | 1 |
| SWR | KJM | 171 | 17 | 10 | 144 | 9.3 | 134.8 | 103 | 31.8 | 2.0 | 8.1 | 21.7 | 29.7 | 13035,37,38,56,256,261,11519,(BRT)13031,34,49,18704,599,14025,82,84,796,11522 (for cond) | | | | | | | | | |
| | HUBLI | 203 | 0 | 0 | 203 | 10.2 | 192.9 | 35 | 157.9 | 7.9 | 0.1 | 149.8 | 150.0 | | | | | | | | | | |
| | TOTAL | 374 | 17 | 10 | 347 | 19.4 | 327.6 | 138 | 189.6 | 9.9 | 8.2 | 171.5 | 179.7 | For rep | 0 | for cond. | 10 | o/aged for cond | 0 | New com | 0 | Condemned | 0 |
| WR | RTM | 106 | 2 | 5 | 99 | 9.1 | 90.0 | 44 | 46.0 | 4.1 | 32.8 | 9.0 | 41.8 | 17688(o/a condemned) 2 locos (RE work) | | | | | | | | | |
| | VTA | 130 | 5 | 9 | 116 | 11.6 | 104.4 | 55 | 49.4 | 4.9 | 44.5 | 0.0 | 44.5 | 18380, 18547 (o/a for cond) 3 locos (RE work) | | | | | | | | | |
| | SBI | 191 | 2 | 6 | 183 | 9.2 | 173.9 | 20 | 153.9 | 7.7 | 0.8 | 145.3 | 146.1 | 12861, 50004 (for rep); New com 40550 | | | | | | | | | |
| | TOTAL | 427 | 9 | 20 | 398 | 29.8 | 368.2 | 119 | 249.2 | 17 | 78.1 | 154.3 | 232.4 | For rep | 2 | for cond. | 0 | o/aged for cond | 2 | New com | 1 | Condemned | 1 |
| WCR | ET | 171 | 17 | 2 | 152 | 12.8 | 139.3 | 79 | 60.3 | 5.9 | 51.7 | 2.7 | 54.4 | 5locos(fsale)18777,638,573,934(fcond)17899,908,18566,77,549+2 (o/a f cond)40227(f rep) | | | | | | | | | |
| | NKJ | 239 | 6 | 1 | 232 | 20.4 | 211.7 | 26 | 185.7 | 15.9 | 118.4 | 51.4 | 169.8 | 17963, 17715, 18544,18562 (o/a for cond); 14593, 12978 (for rep) | | | | | | | | | |
| | TOTAL | 410 | 23 | 3 | 384 | 33.1 | 350.9 | 105 | 245.9 | 21.7 | 170.0 | 54.2 | 224.2 | For rep | 3 | for cond. | 4 | o/aged for cond | 16 | New com | 0 | Condemned | 0 |
| IR | TOTAL | 5496 | 143 | 105 | 5248 | 411.8 | 4836.2 | 2016.0 | 2820.2 | 202.7 | 1107.8 | 1508.1 | 2617.5 | For rep | 17 | for cond. | 38 | o/aged for cond | 56 | New com | 9 | Condemned | 15 |

| SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-3-2018 | | | | | | | | | | |
|--|--------------|-----------|------------|-----------|-----------|------------|-----------|------------|------------|------------|
| RLY | SHED | WDM2 | WDG3A | WDP1 | WDP3A | WDM3A | WDM3D | WDG4 | WDP4 | TOTAL |
| CR | PA | 2 | 27 | | | 27 | 36 | 90 | 22 | 204 |
| | KYN | 0 | 37 | | 10 | 0 | 21 | 23 | 14 | 105 |
| | CLA | 3 | 12 | | | 4 | 0 | 0 | | 19 |
| | Total | 5 | 76 | 0 | 10 | 31 | 57 | 113 | 36 | 328 |
| ER | HWH | 0 | 0 | | | 11 | 23 | | 10 | 44 |
| | BWN | 3 | | | | 70 | | | | 73 |
| | UDL | 0 | 80 | | | 18 | | 50 | 5 | 153 |
| | JMP | 4 | | | | 42 | | 12 | 3 | 61 |
| | Total | 7 | 80 | 0 | 0 | 141 | 23 | 62 | 18 | 331 |
| ECR | PTRU | 0 | 45 | | | 26 | | 56 | 9 | 136 |
| | MGS | 8 | 0 | | | 32 | | 23 | | 63 |
| | SPJ | 0 | 39 | | | 33 | 43 | 2 | 28 | 145 |
| | Total | 8 | 84 | 0 | 0 | 91 | 43 | 81 | 37 | 344 |
| ECOR | VSKP | | 126 | | | 46 | 14 | 105 | | 291 |
| NR | TKD | 0 | 0 | 44 | 21 | 37 | 0 | 0 | 58 | 160 |
| | LDH | 5 | 49 | | | 119 | 0 | 28 | 5 | 206 |
| | LKO | 0 | 23 | | 0 | 28 | 59 | 59 | 8 | 177 |
| | SSB | 3 | 0 | | | 1 | 0 | | | 4 |
| | Total | 8 | 72 | 44 | 21 | 185 | 59 | 87 | 71 | 547 |
| NCR | JHS | | 35 | | | 33 | 29 | 18 | 11 | 126 |
| | AGC | 4 | | | | 2 | | | | 6 |
| | TOTAL | 4 | 35 | 0 | 0 | 35 | 29 | 18 | 11 | 132 |
| NER | GD | 0 | 10 | | | 118 | 0 | 15 | 14 | 157 |
| | IZN | 0 | | | | | 37 | 54 | 21 | 112 |
| | Total | 0 | 10 | 0 | 0 | 118 | 37 | 69 | 35 | 269 |
| NFR | MLDT | 12 | 4 | | | 59 | 15 | 0 | | 90 |
| | NGC | 9 | 51 | | | 15 | 11 | 30 | | 116 |
| | SGUJ | | | | | | | 113 | 76 | 189 |
| | Total | 21 | 55 | 0 | 0 | 74 | 26 | 143 | 76 | 395 |
| NWR | BGKT | | | | | | | 97 | 66 | 163 |
| | ABR | 6 | 10 | | | 66 | | 50 | | 132 |
| | Total | 6 | 10 | 0 | 0 | 66 | 0 | 147 | 66 | 295 |
| SR | ED | 1 | 30 | | | 14 | 51 | 16 | 21 | 133 |
| | ERS | 3 | 10 | | | 35 | | | | 48 |
| | GOC | 3 | 34 | | 9 | 8 | 0 | 19 | 31 | 104 |
| | TNP | 7 | 4 | | | 12 | | | | 23 |
| | Total | 14 | 78 | 0 | 9 | 69 | 51 | 35 | 52 | 308 |
| SCR | KZJ | 0 | 56 | 0 | | 41 | | 89 | 0 | 186 |
| | GY | 0 | 20 | | | 10 | 26 | 107 | 40 | 203 |
| | GTL | 0 | 64 | | | 26 | 25 | 9 | | 124 |
| | MLY | 0 | 22 | | | 25 | | | | 47 |
| | BZA | 0 | | 16 | | 0 | | | | 16 |
| | Total | 0 | 162 | 16 | 0 | 102 | 51 | 205 | 40 | 576 |
| SER | KGP | | 72 | | | 31 | | | | 103 |
| | BNDM | 0 | 3 | | | 31 | 15 | 102 | 0 | 151 |
| | BKSC | 3 | 19 | | | 24 | | | | 46 |
| | Total | 3 | 94 | 0 | 0 | 86 | 15 | 102 | 0 | 300 |
| SECR | R | 2 | 41 | | | 30 | 0 | 89 | 7 | 169 |
| SWR | KJM | | 38 | | | 26 | 4 | 24 | 79 | 171 |
| | HUBLI | | | | | | | 166 | 37 | 203 |
| | Total | 0 | 38 | 0 | 0 | 26 | 4 | 190 | 116 | 374 |
| WR | RTM | 4 | 23 | | | 37 | 25 | 10 | 7 | 106 |
| | VTA | | 45 | | | 59 | 26 | | 0 | 130 |
| | SBI | | | | | 6 | | 163 | 22 | 191 |
| | Total | 4 | 68 | 0 | 0 | 102 | 51 | 173 | 29 | 427 |
| WCR | ET | 9 | | | | 69 | 43 | 3 | 47 | 171 |
| | NKJ | 1 | 121 | | | 51 | 8 | 58 | | 239 |
| | Total | 10 | 121 | 0 | 0 | 120 | 51 | 61 | 47 | 410 |
| IR | | 92 | 1150 | 60 | 40 | 1322 | 511 | 1680 | 641 | 5496 |

| MG DIESEL LOCO AVAILABILITY TARGETS FOR MAR 2018 | | | | | | | | |
|--|--------------------------------------|-----|------|---------|-----|-----|-------|------------|
| | | ECR | NER | NFR | NWR | SR | WR | Total |
| 1 | Holding as on 1.2.2018 | 21 | 29 | 0 | 20 | 5 | 38 | 113 |
| 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 | 17 | 0 | 0 | 0 | 0 | 4 | 21 |
| 3.1 | Cumulative upto Feb 2017 | 33 | 0 | 0 | 3 | 0 | 26 | 62 |
| 4 | Transfers Feb 2017 | -2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 5 | Net Holding as on 1.3.2018 (1+2-3+4) | 2 | 31 | 0 | 20 | 5 | 34 | 92 |
| 6a | Accident damaged (u/r) | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 16 | 0 | 15 | 40 |
| 7 | EFFECTIVE ON LINE (5-6) | 0 | 20 | 0 | 4 | 5 | 16 | 45 |
| 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 | 0.6 | 0.5 | 1.9 | 5.0 |
| 9 | Locos available (7-8) | 0.0 | 18.0 | 0.0 | 3.4 | 4.5 | 14.2 | 40.1 |
| 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 | 0.4 | 2.5 | 1.2 | 8.1 |
| 12 | Locos for minor repair (10 %) | 0.0 | 0.4 | 0.0 | 0.0 | 0.3 | 0.1 | 0.8 |
| 13 | Net freight TARGET | 0.0 | 3.6 | 0.0 | 0.4 | 2.3 | 1.0 | 7.2 |
| 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 2018 (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 | 2 | 2 | 0 | 0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 2 locos (for cond) MG section closed |
| 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 | 9 locos (for cond) |
| | 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 | 20 | 0 | 16 | 0 | 4 | 0.6 | 3.4 | 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 | 4 locos condemned |
| | 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 | 92 | 2 | 40 | 5 | 45.0 | 5.0 | 40.1 | 32 | 8.1 | 0.8 | 7.2 | |