

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

संख्या : 2009/एम(एल)/466/5 (801)  
No. 2009/M(L)/466/5 (801)

नई दिल्ली, दिनांक 01.08.2013  
New Delhi

मुख्य यॉत्रिक अभियंता,  
सभी भारतीय क्षेत्रीय रेलें।

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

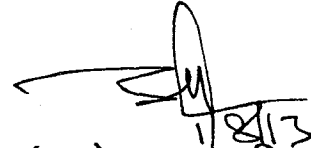
विषय: अगस्त 2013 माह की डीज़ल इंजनों की उपलब्धता लक्ष्य विवरणिका।  
**Sub: Diesel loco availability targets for August 2013.**

बड़ी लाइन एवं छोटी लाइन के लिए माह अगस्त 2013 की डीज़ल इंजनों 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 August 2013 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 AUG 2013**

	CR	ER	ECR	ECOR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Total
1 Holding as on 1.6.2013	287	283	248	193	545	127	199	329	219	310	540	256	119	321	366	341	4683
2 Commissioned July 2013	0	0	1	0	4	1	0	5	2	4	6	1	0	0	0	3	27
2.1 Cumulative upto July 13	6	5	8	2	11	4	3	8	5	12	27	4	0	0	7	8	110
3 Condemned July 2013	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4
3.1 Cumulative upto July 13	0	5	6	0	1	1	0	0	1	1	4	2	0	1	0	2	24
4 Transfers July 2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Net Holding as on 1.8.2013 (1+2-3+4)	287	281	249	193	549	128	199	334	220	313	546	257	119	321	366	344	4706
6a Accident damaged (u/r)	0	1	0	1	3	0	0	0	2	0	0	0	2	3	3	0	15
6b For condemnation	0	0	3	0	2	3	4	4	0	0	7	0	0	0	0	3	26
6c Locos in inferior services	58.0	0.0	20.0	3.0	46.0	15.0	0.0	12.0	6.0	15.0	41.0	0.0	10.0	11.0	21.0	7	265
6d MISC/ RDSO TRIALS/HIRE	0	0	0	0	3	0	0	0	0	2	0	2	0	0	0	0	7
7 EFFECTIVE ON LINE (5-6)	229	280	226	189	495	110	195	318	212	296	498	255	107	307	342	334	4393
8 Ineffective %age	HHP locos - 5%, WDP1 & WDP3A - 12.5%, All other locos - 10% (Heavy repair & Minor repair both same)																
8a Locos ineffective	20.5	27.9	22.4	18.7	47.6	10.9	18.8	23.8	14.7	27.8	43.8	25.3	9.0	19.3	27.6	32.7	390.5
9 Locos available (7-8)	208.6	252.2	203.6	170.3	447.4	99.1	176.3	294.2	197.3	268.2	454.3	229.7	98.0	287.7	314.5	301.4	4002.5
10 Passenger Link	110.0	129.0	94.0	37.0	315.0	53.0	103.0	137.0	113.0	183.0	186.6	60.0	22.0	112.0	100.0	115	1870
11 Available for freight (9-10)	98.6	123.2	109.6	133.3	132.4	46.1	73.3	157.2	84.3	85.2	267.7	169.7	76.0	175.7	214.5	186.4	2132.9
12 For minor repair (5/10%)	7.5	12.2	10.8	13.1	11.2	4.5	6.6	10.7	4.2	7.3	20.9	16.8	6.0	9.6	15.2	18.4	175.0
13 FREIGHT TARGET	91.0	111.0	98.8	120.2	121.2	41.6	66.6	146.5	80.1	77.9	246.7	152.9	70.0	166.1	199.2	168.0	1957.9
14 Allotment July 2013	0	0	1	0	4	1	0	5	2	4	6	1	0	0	0	3	27
14a Cum. allotment July 2013	6	5	8	2	11	4	3	8	5	12	27	4	0	0	7	8	110
15 Allotment of locos to Rlys																	
WDM3A/C/D		2	4		6	2		1			5					1	21
WDG4	6	3	4	2		2	3	4	3	7	17	4			5	5	65
WDG3A																	0
WDP4					5			3	2	5	5				2	2	24
Total	6	5	8	2	11	4	3	8	5	12	27	4	0	0	7	8	110
16 Under Commissioning by Rlys.																	
WDM3A/C/D	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
WDG3A	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 Accident damaged locos																	
WDM2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
WDG4	0	0	0	0	3	0	0	0	1	0	0	0	2	3	3	0	12
WDP4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	3	0	0	0	2	0	0	0	2	3	3	0	15
18 Under condemnation																	
WDM2	0	0	3	0	1	2	3	4	0	0	6	0	0	0	0	3	22
WDG3A	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
WDP1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
WDP2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WDM3A/C/D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	2	3	4	4	0	0	7	0	0	0	0	3	26

**Locos commissioned in 2013-14 (Upto last month)**

	WDG4	WDG3A	WDS6	NRC	WDM3C/D	WDP4	TOTAL
Locos commissioned (upto last month)	65	0		0	21	24	110
	12749,50,55,58-99,800-8,10-12,18,22,24,25				11432,34,35,39-50,58-61,63,66	40105-1229	

**Availability Target for Aug 2013 (BG)**

Rly	SHED	Total	Locos	Locos in	Effective	Locos	Locos	Locos	Locos	Locos	Availability Target Goods			Total
		Loco	Temp.	Inferior	Loco	ineff.	net	on	available	ineff.	ALCO	HHP	Total	
		Holding	Deleted	service	Holding	heavy rep.	available	M/E Link	for Goods	minor rep.				
LOCOS TEMPORARILY DELETED														
CR	PA	176	0	25	151	13.1	138.0	83	55.0	3.5	14.4	37.0	51.4	
	KYN	111	0	33	78	7.4	70.6	27	43.6	4.0	32.4	7.2	39.6	
	<b>TOTAL</b>	<b>287</b>	<b>0</b>	<b>58</b>	<b>229</b>	<b>20.5</b>	<b>208.6</b>	<b>110</b>	<b>98.6</b>	<b>7.5</b>	<b>46.8</b>	<b>44.2</b>	<b>91.0</b>	For rep   0   for cond.   0   o/aged for cond   0   New com   0   Condemned
ER	HWH	55	0	0	55	5.5	49.5	38	11.5	1.2	10.4	0.0	10.4	
	BWN	66	1	0	65	6.5	58.5	47	11.5	1.2	10.4	0.0	10.4	17982 (for rep)
	UDL	108	0	0	108	10.8	97.3	11	86.3	8.6	76.8	0.9	77.7	17671 (o/aged condemned)
	JMP	52	0	0	52	5.1	46.9	33	13.9	1.3	10.8	1.8	12.6	17523 (o/aged condemned)
	<b>TOTAL</b>	<b>281</b>	<b>1</b>	<b>0</b>	<b>280</b>	<b>27.9</b>	<b>252.2</b>	<b>129</b>	<b>123.2</b>	<b>12.2</b>	<b>108.3</b>	<b>2.7</b>	<b>111.0</b>	For rep   1   for cond.   0   o/aged for cond   0   New com     Condemned   2
ECR	PTRU	114	2	6	106	10.4	95.6	24	71.6	7.0	61.0	3.6	64.6	16021,17407 (for cond)
	MGS	53	0	12	41	4.1	36.9	22	14.9	1.5	13.4	0.0	13.4	
	SPJ	82	1	2	79	7.9	71.1	48	23.1	2.3	20.8	0.0	20.8	17818 (for cond) 11463 new com
	<b>TOTAL</b>	<b>249</b>	<b>3</b>	<b>20</b>	<b>226</b>	<b>22.4</b>	<b>203.6</b>	<b>94</b>	<b>109.6</b>	<b>10.8</b>	<b>95.2</b>	<b>3.6</b>	<b>98.8</b>	For rep   0   for cond.   3   o/aged for cond   0   New com   1   Condemned   0
ECO R	VSKP	193	1	3	189	18.7	170.3	37	133.3	13.1	116.6	3.6	120.2	16244 (for rep)
														For rep   1   for cond.   0   o/aged for cond   0   New com   0   Condemned   0
NR	TKD	159	2	0	157	15.9	141.1	127	14.1	1.4	12.7	0.0	12.7	15007 (for cond); 40003 RDSO trial; New com 40122,25
	LDH	170	1	9	160	16.0	144.0	93	51.0	5.1	45.9	0.0	45.9	1 loco RDSO Trial
	LKO	162	5	8	149	12.8	136.2	71	65.2	4.5	21.9	38.8	60.7	18663(for cond)1 loco(RDSO);12300,222,292 (for rep) New com 11459, 60
	SSB	58	0	29	29	2.9	26.1	24	2.1	0.2	1.9	0.0	1.9	
	<b>TOTAL</b>	<b>549</b>	<b>8</b>	<b>46</b>	<b>495</b>	<b>47.6</b>	<b>447.4</b>	<b>315</b>	<b>132.4</b>	<b>11.2</b>	<b>82.4</b>	<b>38.8</b>	<b>121.2</b>	For rep   3   for cond.   2   o/aged for cond   0   New com   4   Condemned   0
NCR	JHS	128	3	15	110	10.9	99.1	53	46.1	4.5	39.8	1.8	41.6	14624,17837,18793 (o/a for cond) New com 12797
														For rep   0   for cond.   0   o/aged for cond   3   New com   1   Condemned   0
NE	GD	160	4	0	156	15.6	140.4	92	48.4	4.8	43.6	0.0	43.6	14110, 16478,16186, 17698 (for cond);
	IZN	39	0	0	39	3.2	35.9	11	24.9	1.8	9.5	13.5	23.1	
	<b>TOTAL</b>	<b>199</b>	<b>4</b>	<b>0</b>	<b>195</b>	<b>18.8</b>	<b>176.3</b>	<b>103</b>	<b>73.3</b>	<b>6.6</b>	<b>53.1</b>	<b>13.5</b>	<b>66.6</b>	For rep   0   for cond.   4   o/aged for cond   0   New com   0   Condemned   0
NF	MLDT	80	1	5	74	7.4	66.6	57	9.6	1.0	8.6	0.0	8.6	17263(for cond) New com 11466
	NGC	94	3	7	84	8.4	75.6	28	47.6	4.8	42.8	0.0	42.8	18799,16488,16847(for cond)
	SGUJ	160	0	0	160	8.0	152.0	52	100.0	5.0	0.2	94.8	95.0	New com 40129, 12801, 803, 812
	<b>TOTAL</b>	<b>334</b>	<b>4</b>	<b>12</b>	<b>318</b>	<b>23.8</b>	<b>294.2</b>	<b>137</b>	<b>157.2</b>	<b>10.7</b>	<b>51.7</b>	<b>94.8</b>	<b>146.5</b>	For rep   0   for cond.   4   o/aged for cond   0   New com   5   Condemned   0
NWR	BGKT	132	2	0	130	6.5	123.5	39	84.5	4.2	-0.4	80.7	80.3	12541,20093 (for rep); New com 40127,28
	ABR	88	0	6	82	8.2	73.8	74	-0.2	0.0	-0.2	0.0	-0.2	17572 (o/aged condemned)
	<b>TOTAL</b>	<b>220</b>	<b>2</b>	<b>6</b>	<b>212</b>	<b>14.7</b>	<b>197.3</b>	<b>113</b>	<b>84.3</b>	<b>4.2</b>	<b>-0.2</b>	<b>81.2</b>	<b>80.1</b>	For rep   2   for cond.   0   o/aged for cond   0   New com   2   Condemned   1
SR	ED	131	1	3	127	12.7	114.4	75	39.4	3.9	34.6	0.9	35.5	17467 (on hire)
	ERS	47	0	3	44	4.4	39.6	34	5.6	0.6	5.0	0.0	5.0	17584 (o/aged condemned)
	GOC	109	0	3	106	8.9	97.2	65	32.2	2.0	7.6	22.6	30.1	New com 40126, 12806,807,808
	TNP	26	1	6	19	1.9	17.1	9	8.1	0.8	7.3	0.0	7.3	17504 (on hire)
	<b>TOTAL</b>	<b>313</b>	<b>2</b>	<b>15</b>	<b>296</b>	<b>27.8</b>	<b>268.2</b>	<b>183.0</b>	<b>85.2</b>	<b>7.3</b>	<b>54.5</b>	<b>23.5</b>	<b>77.9</b>	For rep   0   for cond.   0   o/aged for cond   0   New com   4   Condemned   1
SC	KZJ	151	2	15	134	12.1	121.9	40	81.9	7.0	51.5	23.5	74.9	17218,228 (o/aged for cond)
	GY	170	0	0	170	11.85	158.2	39	119.2	7.3	24.3	87.5	111.8	New com 12800,04,05,10,11,19
	GTL	111	1	7	103	10.3	92.7	48	44.7	4.5	40.2	0.0	40.2	17213 (o/aged for cond);
	MLY	74	0	6	68	6.8	61.2	42	19.2	1.9	17.3	0.0	17.3	
	BZA	40	4	13	23	2.7	20.3	18	2.7	0.3	2.4	0.0	2.4	15013,17182, 201,17398 (o/aged for cond)
	<b>TOTAL</b>	<b>546</b>	<b>7</b>	<b>41</b>	<b>498</b>	<b>43.8</b>	<b>454.3</b>	<b>187</b>	<b>267.7</b>	<b>20.9</b>	<b>135.7</b>	<b>111.0</b>	<b>246.7</b>	For rep   0   for cond.   0   o/aged for cond   7   New com   6   Condemned   0
SE	KGP	84	0	0	84	8.4	75.6	28	47.6	4.8	42.8	0.0	42.8	
	BNDM	127	2	0	125	12.3	112.7	28	84.7	8.3	72.8	3.6	76.4	17503, 510 ( hire to TISCO); New com 12820
	BKSC	46	0	0	46	4.6	41.4	4	37.4	3.7	33.7	0.0	33.7	
	<b>TOTAL</b>	<b>257</b>	<b>2</b>	<b>0</b>	<b>255</b>	<b>25.3</b>	<b>229.7</b>	<b>60</b>	<b>169.7</b>	<b>16.8</b>	<b>149.3</b>	<b>3.6</b>	<b>152.9</b>	For rep   0   for cond.   0   o/aged for cond   0   New com   1   Condemned   0
SEC R	R	119	2	10	107	9.0	98.0	22	76.0	6.0	39.3	30.7	70.0	12330,12329 For rep)
														For rep   2   for cond.   0   o/aged for cond   0   New com   0   Condemned   0
SWR	KJM	139	1	11	127	10.3	116.7	92	24.7	2.2	17.1	5.4	22.5	20019 (for rep)
	HUBLI	182	2	0	180	9.0	171.0	20	151.0	7.4	-0.9	144.5	143.6	12002, 12073 (for rep)
	<b>TOTAL</b>	<b>321</b>	<b>3</b>	<b>11</b>	<b>307</b>	<b>19.3</b>	<b>287.7</b>	<b>112</b>	<b>175.7</b>	<b>9.6</b>	<b>17.1</b>	<b>151.6</b>	<b>166.1</b>	For rep   3   for cond.   0   o/aged for cond   0   New com   0   Condemned   0
WR	RTM	124	0	21	103	10.0	93.1	70	23.1	2.1	16.5	4.5	21.0	
	VTA	113	0	0	113	11.3	101.7	30	71.7	7.2	64.5	0.0	64.5	
	SBI	129	3	0	126	6.3	119.7	0	119.7	6.0	0.0	113.7	113.7	12405, 12485, 12377 (for rep)
	<b>TOTAL</b>	<b>366</b>	<b>3</b>	<b>21</b>	<b>342</b>	<b>27.6</b>	<b>314.5</b>	<b>100</b>	<b>214.5</b>	<b>15</b>	<b>81.0</b>	<b>118.2</b>	<b>199.2</b>	For rep   3   for cond.   0   o/aged for cond   0   New com   0   Condemned   0
WCR	ET	147	0	4	143	13.8	129.2	85	44.2	4.4	39.8	0.0	39.8	New com 40123, 11461
	NKJ	197	3	3	191	18.9	172.2	30	142.2	14.0	123.7	4.5	128.2	16567 (for cond);16749, 18940 (For cond); New com 12818
	<b>TOTAL</b>	<b>344</b>	<b>3</b>	<b>7</b>	<b>334</b>	<b>32.7</b>	<b>301.4</b>	<b>115</b>	<b>186.4</b>	<b>18.4</b>	<b>163.4</b>	<b>4.5</b>	<b>168.0</b>	For rep   0   for cond.   3   o/aged for cond   0   New com   3   Condemned   0
IR	<b>TOTAL</b>	<b>4706</b>	<b>48</b>	<b>265</b>	<b>4393</b>	<b>390.5</b>	<b>4002.5</b>	<b>1870</b>	<b>2132.9</b>	<b>175.0</b>	<b>1234.0</b>	<b>727.4</b>	<b>1957.9</b>	For rep   15   for cond.   16   o/aged for cond   10   New com   27   Condemned   4

**SHEDWISE / TYPEWISE DIESEL LOCO HOLDING AS ON 1-7-2013**

RLY	SHED	WDM2	WDG3A	WDP1	WDP3A	WDM3A	WDM3D	WDG4	WDP4	TOTAL
CR	PA	38	34			27	36	41		176
	KYN	38	42			6	17	8		111
	<b>Total</b>	<b>76</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>53</b>	<b>49</b>	<b>0</b>	<b>287</b>
ER	HWH	7	0			33	15			55
	BWN	24				42				66
	UDL	5	80			22		1		108
	JMP	17				33		2		52
	<b>Total</b>	<b>53</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>281</b>
	ECR	PTRU	23	66			21		4	
MGS		20	5			28				53
SAMAS		18	14			30	20			82
<b>Total</b>		<b>61</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>249</b>
ECOR	VSKP	14	132			43		4		193
NR	TKD	0	0	46	26	55	0		32	159
	LDH	28	49			93	0			170
	LKO	8	18		0	37	53	46		162
	SSB	58	0			0				58
	<b>Total</b>	<b>94</b>	<b>67</b>	<b>46</b>	<b>26</b>	<b>185</b>	<b>53</b>	<b>46</b>	<b>32</b>	<b>549</b>
	NCR	JHS	24	31			45	26	2	
NER	GD	48	5			92	15			160
	IZN	0					24	15		39
	<b>Total</b>	<b>48</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>39</b>	<b>15</b>	<b>0</b>	<b>199</b>
NFR	MLDT	45	4			30	1			80
	NGC	32	51			11				94
	SGUJ							105	55	160
	<b>Total</b>	<b>77</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>105</b>	<b>55</b>	<b>334</b>
NWR	BGKT	0	0			0	0	91	41	132
	ABR	49				39	0			88
	<b>Total</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>91</b>	<b>41</b>	<b>220</b>
SR	ED	24	43			16	47	1		131
	ERS	11	9			27				47
	GOC	27	19		14	7	0	25	17	109
	TNP	17	3			6				26
	<b>Total</b>	<b>79</b>	<b>74</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>47</b>	<b>26</b>	<b>17</b>	<b>313</b>
	SCR	KZJ	18	72	0		35		26	
GY		0	26			10	31	97	6	170
GTL		30	48			18	15			111
MLY		18	30			26				74
BZA		23		17						40
<b>Total</b>		<b>89</b>	<b>176</b>	<b>17</b>	<b>0</b>	<b>89</b>	<b>46</b>	<b>123</b>	<b>6</b>	<b>546</b>
SER	KGP	20	20			44				84
	BNDM	3	75			30	15	4		127
	BKSC	21	7			18				46
	<b>Total</b>	<b>44</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>257</b>
SECR	R	15	41			27	0	36		119
SWR	KJM	22	38			30		6	43	139
	HUBLI							164	18	182
	<b>Total</b>	<b>22</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>170</b>	<b>61</b>	<b>321</b>
WR	RTM	42				70	5	5	2	124
	VTA		64			29	20			113
	SBI							129		129
	<b>Total</b>	<b>42</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>25</b>	<b>134</b>	<b>2</b>	<b>366</b>
WCR	ET	33				63	41		10	147
	NKJ	31	122			39	0	5		197
	<b>Total</b>	<b>64</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>41</b>	<b>5</b>	<b>10</b>	<b>344</b>
IR		851	1148	63	40	1182	381	817	224	4706

## MG DIESEL LOCO AVAILABILITY TARGETS FOR AUG 2013

		ECR	NER	NFR	NWR	SR	WR	Total
1	Holding as on 1.7.2013	39	68	66	25	7	69	274
2	Commissioned July 2012	0	0	0	0	0	0	0
2.1	Cumulative July 2012	0	0	0	0	0	0	0
3	Condemned July 2012	0	0	0	0	0	0	0
3.1	Cumulative July 2012	1	5	0	0	7	0	13
4	Transfers July 2012	0	0	0	0	0	0	0
5	Net Holding as on 1.8.2013 (1+2-3+4)	39	68	66	25	7	69	274
6a	Accident damaged (u/r)	1	3	0	0	0	1	5
6b	Formal condemnation	0	0	0	0	0	0	0
6c	Locos in inferior services	0	0	0	0	0	3	3
6c	MISC/ RDSO TRIALS/GRS	19	3	3	6	0	13	44
7	EFFECTIVE ON LINE (5-6)	19	62	63	19	7	52	222
8	Ineffective %age (target)	10	12.5	10/12.5	15	10	10/15	10/12.5/15
8a	Locos ineffective	1.9	6.2	6.3	2.9	0.7	6.2	24.1
9	Locos available (7-8)	17.1	55.8	56.7	16.2	6.3	45.9	197.9
10	Passenger Link	11.0	49.0	18.0	16.0	2.0	45.0	141
11	Available for freight (9-10)	6.1	6.8	38.7	0.1	4.3	0.9	56.9
12	Locos for minor repair (10 %)	0.6	0.7	3.9	0.0	0.4	0.1	5.7
13	Net freight TARGET	5.5	6.1	34.8	0.1	3.9	0.8	51.2
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 Aug 2013 (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	39	1	19	0	19	1.9	17.1	11	6.1	0.6	5.5	6248 (For cond), 6339 (sent for WDS6 conv)
NE	GD	8	1	0	0	7	0.7	6.3	6	0.3	0.0	0.3	6475 (for cond)
	IZN	60	2	3	0	55	5.5	49.5	43	6.5	0.7	5.9	
	TOTAL	68	3	3	0	62	6.2	55.8	49	6.8	0.7	6.1	
NF	SGUJ	0	0	0	0	0	0.0	0.0	0	0.0	0.0	0.0	
	LMG	66	0	3	0	63	6.3	56.7	18	38.7	3.9	34.8	
	TOTAL	66	0	3	0	63	6.3	56.7	18	38.7	3.9	34.8	
NW	FL	25	0	6	0	19	2.9	16.2	16	0	0	0	
SR	GOC	7	0	0	0	7	0.7	6.3	2	4.3	0.4	3.9	
WR	SBI	47	0	12	2	33	3.3	29.7	29	0.7	0.1	0.6	
	MHW	22	1	1	1	19	2.9	16.2	16.0	0.1	0.0	0.1	
	GIM	0	0	0	0	0	0.0	0.0	0	0.0	0.0	0.0	
	Total	69	1	13	3	52	6	45.9	45	0.8	0	0.8	
IR	TOTAL	274	5	44	3	222.0	24.1	197.9	141	56.9	5.7	51.2	