

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

No. 2023/ Elect(TRS)/ 412/ 1

Date: 05<sup>th</sup> Oct 2023

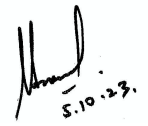
**GENERAL MANAGER (ELECT. / OPTG.)**

CR, ER, ECR, ECoR, NR, NCR, NER, NWR, NFR, SR, SCR, SER, SECR, SWR, WR & WCR

**SUB: ELECTRIC LOCO HOLDING TARGET FOR OCTOBER 2023**

S. N.	Description	CR	ER	ECR	ECoR	NR	NCR	NER	NWR	NFR	SR	SCR	SER	SECR	SWR	WR	WCR	Total	
1	Holding as on 01.09.2023	768	458	848	801	913	590	261	47	39	617	986	1367	584	105	661	895	9940	
2	Comm. In September 2023		8	1	11	14	1	4	6			9	1	10	5	13	17	100	
3a	Condemned in September 2023				6												4	10	
3b	Condemned upto September 2023	6	6		22	3	6				7	1	1			14	11	77	
4	Transferred during Month	-11 ECoR	+13 ECoR	+15 SER	+11 CR, +25 R, -13 ER						-2 ECoR		-15 ECR						
5	<b>Net Holding as on 01-10-2023</b>	<b>757</b>	<b>479</b>	<b>864</b>	<b>806</b>	<b>927</b>	<b>591</b>	<b>265</b>	<b>53</b>	<b>39</b>	<b>615</b>	<b>995</b>	<b>1353</b>	<b>594</b>	<b>110</b>	<b>674</b>	<b>908</b>	<b>10030</b>	
6a	Accident damaged				1							2	4				2	9	
6b	Overaged condemnation	4	10		3		1	4								3	3	28	
6c	TRIALS/Misc.										3	1						4	
6d	Locos in GRS																	0	
6e	Locos in inferior services	15																15	
6	<b>Sum</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>56</b>	
7	<b>EFFECTIVE ON LINE (5-6)</b>	<b>738</b>	<b>469</b>	<b>864</b>	<b>802</b>	<b>927</b>	<b>590</b>	<b>261</b>	<b>53</b>	<b>39</b>	<b>612</b>	<b>995</b>	<b>1350</b>	<b>590</b>	<b>110</b>	<b>671</b>	<b>903</b>	<b>9974</b>	
8a	Major Repair target	10% for Conventional locos & 5% for 3-Phase HHP locos																	
8b	Number	57.2	36.3	57.5	53.4	61.6	44.9	23.3	3.4	2.0	53.1	72.5	89.9	37.2	5.9	49.6	63.4	711.0	
8	<b>Available for use (7- 8b)</b>	<b>681</b>	<b>433</b>	<b>806</b>	<b>749</b>	<b>865</b>	<b>545</b>	<b>238</b>	<b>50</b>	<b>37</b>	<b>559</b>	<b>923</b>	<b>1260</b>	<b>553</b>	<b>104</b>	<b>621</b>	<b>840</b>	<b>9263</b>	
9	<b>Passenger locos</b>	<b>230</b>	<b>213</b>	<b>161</b>	<b>49</b>	<b>349</b>	<b>108</b>	<b>109</b>	<b>22</b>	<b>0</b>	<b>345</b>	<b>201</b>	<b>146</b>	<b>10</b>	<b>24</b>	<b>265</b>	<b>159</b>	<b>2391</b>	
10a	<b>Available for Freight (8 - 9)</b>	<b>451</b>	<b>220</b>	<b>645</b>	<b>700</b>	<b>516</b>	<b>437</b>	<b>129</b>	<b>27</b>	<b>37</b>	<b>214</b>	<b>722</b>	<b>1114</b>	<b>543</b>	<b>80</b>	<b>357</b>	<b>681</b>	<b>6872</b>	
10b	<b>WAG-12 12000HP DFC Loco</b>	<b>110</b>				<b>249</b>												<b>359</b>	
10c	<b>Available for Freight incl WAG12</b>	<b>561</b>	<b>220</b>	<b>645</b>	<b>700</b>	<b>765</b>	<b>437</b>	<b>129</b>	<b>27</b>	<b>37</b>	<b>214</b>	<b>722</b>	<b>1114</b>	<b>543</b>	<b>80</b>	<b>357</b>	<b>681</b>	<b>7231</b>	
10d	Minor repair 10% for Conventional / 5% for 3-Phase HHP locos & Only 5% Repair for WAG-12 locos	34.2	16.75	39.99	46.3	44.7	32.9	10.9	1.5	1.9	19.7	51.5	71.7	33.9	4.0	26.0	48.0	483.8	
10	<b>Net Freight TARGET (10c - 10d)</b>	<b>526.4</b>	<b>203.0</b>	<b>605.0</b>	<b>653.8</b>	<b>720.5</b>	<b>404.2</b>	<b>118.0</b>	<b>26.0</b>	<b>35.2</b>	<b>194.6</b>	<b>670.5</b>	<b>1041.9</b>	<b>508.7</b>	<b>75.8</b>	<b>330.7</b>	<b>632.9</b>	<b>6747.1</b>	
11	<b>Under Transit / Commissioning</b>																		
	WAG9																		
	WAP5/WAP7																		
	<b>Sum</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
12	<b>Accid./ Fire damaged locos</b>																		
	WAM4/WAP4/WAP5/WAP7																		
	WAG5/WAG7/WAG9				28688,							23619, 23147,	33888, 43256, 32723, 34067,				34019 31798		
	<b>Sum</b>				<b>1</b>							<b>2</b>	<b>4</b>				<b>2</b>	<b>9</b>	
13	<b>Loco under condemnation</b>																		
	WAG5/WAG7/WAM4/WAP4	23290, 23313, 23325, 23159	23221, 23317, 23321, 23207, 23212, 23202, 23185, 23192, 23209, 23293		26014, 26015, 26025		23161	23139, 23144, 23146, 23151,									23273 23275, 23295,	23648, 23795, 23614	
	<b>Sum</b>	<b>4</b>	<b>10</b>		<b>3</b>		<b>1</b>	<b>4</b>									<b>3</b>	<b>3</b>	<b>28</b>

Locos Commissioned in 2023-24 upto 30.09.2023	CLW					BLW		PLW		BHEL		G.TTL
	WAP7	WAP5	WAG9	WAG9HH	Total	WAP7	WAG9	WAP7	WAG9	WAG9	WAG-7	
Type of loco												
Production Programme '23-24'	0	0	580	0	580	100	320	100	80	0	0	1180
Out turn in September 2023	0	0	50	6	56	10	22	7	7	2	0	104
Out turn upto September 2023	0	0	274	26	300	16	194	19	72	10	0	611
Commissioned in September 2023	0	0	40	6	46	5	34	5	9	1	0	100
Commissioned upto September 2023	0	0	258	24	282	15	199	24	88	8	0	616

  
5.10.23.

**(Vikash Anand)**  
**Dir. Elect. Engg. (RS)**  
**Railway Board**

Copy to :

PPS/MT&RS, PPS/MO&BD, AM(Tr), AM(TT), AM(Pig.), PEDEE(RS), PED(TTM), PEDSE/RDSO  
EDEE(Dev.), EMERGENCY CELL, Elect. Control.  
MD, CRIS, Chanakyapuri, New Delhi - 110021  
CAO/FOIS, CRIS, Chanakyapuri, New Delhi - 110021

**SHEDWISE / TYPEWISE ELECTRIC LOCO HOLDING AS ON 01-10-2023**

RLY	SHED	New Shed Codes	Sanctioned Capacity	WAP1	WAP4	WAP5	WAP7	WAG5	WAG5 Hitachi	WAG6	WAG7	WAG9	WAG9 H	WAG9 HH	AC/DC loco	WAG10 & 11 (Convert)	TOTAL
CR	BSL	BSLL	175		71			118 4 <sup>^</sup>					33				222
	AQ	AQE	175				66				24	7	168		WCAM2	5 5 <sup>#</sup>	270
	PA (D)	PADX	44				24						20				44
	KYN	KYNE	100				64				75+ 35 <sup>+</sup>				WCAM 3 & 2 WCAG1 & M6	33 8 <sup>#</sup> 14 2 <sup>#</sup>	221
	<b>SUM</b>		<b>494</b>		<b>71</b>		<b>154</b>	<b>118</b>			<b>134</b>	<b>7</b>	<b>221</b>		<b>52</b>	<b>0</b>	<b>757</b>
ER	ASN	ASNL	100		18			3 3 <sup>^</sup>			48		92				161
	HWH	HWHE	130		48	36	84										168
	HWH (D)	HWHD	15		15												15
	SLSD (D)	SDAD	30				30										30
	JMP(D)	JMPD	9					7 2									9
	BWN (D)	BWNX	96					22 3 <sup>^</sup>	56 4 <sup>^</sup>					18			
<b>SUM</b>		<b>380</b>		<b>81</b>	<b>36</b>	<b>114</b>	<b>32</b>	<b>58</b>			<b>48</b>		<b>110</b>		<b>0</b>	<b>479</b>	
ECR	DDU	DDUE	150		41						90	2	54				187
	GNO	GNOE	120				46					7	195				248
	BJU	BJUE	100				5						144				149
	DDU(D)	DDUX	52								52						52
	PTRU(D)	PTRX	114									5	109				114
	SPJ(D)	SPID	114		45		39				30						114
<b>SUM</b>		<b>650</b>		<b>86</b>		<b>90</b>				<b>172</b>	<b>14</b>	<b>502</b>			<b>0</b>	<b>864</b>	
ECOR	WAT	WATE	175				52	60		3 3 <sup>^</sup>			205				320
	VSKP (D)	WATD	225										225				225
	ANGL	ANGE	150								191 1 <sup>*</sup>		70				261
<b>SUM</b>		<b>550</b>		<b>0</b>		<b>52</b>	<b>60</b>			<b>3</b>	<b>191</b>		<b>500</b>		<b>0</b>	<b>806</b>	
NR	GZB	GZBE	175			137	155										292
	LDH	LDHE	150				25						225				250
	LDH (D)	LDHD	82								82						82
	KJGY	KJGE	100								37		99				136
	AMV (D)	AMVD	42	15	2						25						42
	TKD (D)	TKDD	125		42								83				125
	<b>SUM</b>		<b>674</b>	<b>15</b>	<b>44</b>	<b>137</b>	<b>180</b>				<b>144</b>		<b>407</b>			<b>0</b>	<b>927</b>
NCR	JHS	JHSE	150		38				114 1 <sup>*</sup>		67						219
	JHS(D)	JHSD	65								65			228			65
	CNB	CNBE	175				79										307
<b>SUM</b>		<b>390</b>		<b>38</b>		<b>79</b>		<b>114</b>				<b>228</b>			<b>0</b>	<b>591</b>	
NER	GD (D)	GDDX	133				17	24 4 <sup>^</sup>			80		15				136
	GKP	GKPL	100		44												44
	SYH	SYHE	200										20				20
	IZN (D)	IZND	64	15	38		6						6				65
<b>SUM</b>		<b>497</b>	<b>15</b>	<b>82</b>		<b>23</b>	<b>24</b>			<b>80</b>		<b>41</b>			<b>0</b>	<b>265</b>	
NWR	ABR (D)	ABRD	10		8						2						10
	BGKT(D)	BGKD	37				16						27				43
<b>SUM</b>		<b>47</b>		<b>8</b>		<b>16</b>				<b>2</b>		<b>27</b>			<b>0</b>	<b>53</b>	
NFR	MLDT (D)	MLDD	27														27
	SGUJ (D)	SGUD	12										12				12
<b>SUM</b>		<b>39</b>										<b>39</b>			<b>0</b>	<b>39</b>	
SR	AJJ	AJJE	150		98				33								168
	ED	EDE	175		36		75				94						205
	ED (D)	EDDX	128	26	35 3 <sup>#</sup>					39			28				128
	ERS(D)	ERSX	5						5								5
	RPM	RPME	100				109										109
<b>SUM</b>		<b>558</b>	<b>26</b>	<b>169</b>		<b>184</b>	<b>0</b>	<b>77</b>		<b>122</b>		<b>37</b>			<b>0</b>	<b>615</b>	
SCR	BZA	BZAE	175		63		28	42			28		78				239
	LGD	LGDE	175				126					54	99				279
	KZJ	KZJL	125								57	1	128				186
	GTL	GTLG	130								130						130
	KZJ (D)	KZJD	85								85						85
	MLY (D)	MLYD	3										3				3
	BZA(D)	BZAD	3										3				3
	GY (D)	GYD	70										70				70
<b>SUM</b>		<b>766</b>		<b>63</b>		<b>154</b>	<b>42</b>			<b>300</b>	<b>55</b>	<b>381</b>			<b>0</b>	<b>995</b>	
SER	TATA	TATE	120			43			2 2 <sup>*</sup>			3	194				240
	BNDM	BNDL	175			16							221	WAG10/11 (Convert)	2 1 <sup>@</sup>	241	
	BKSC	BKSE	100										178				178
	ROU	ROUE	200										225				225
	BKSC (D)	IPTE	101								101						101
	BNDM (D)	BNDX	66								52		14				66
	SRC	SRCE	50		60		40										100
	KGPE (D)	KGPE	202								202						202
<b>SUM</b>		<b>1014</b>		<b>60</b>		<b>99</b>		<b>2</b>		<b>355</b>	<b>3</b>	<b>832</b>		<b>0</b>	<b>2</b>	<b>1353</b>	
SECR	BIA	BIAE	175				11						283 1 <sup>*</sup>				294
	BSP	BSPG	100										150 3 <sup>*</sup>				150
R (D)	RPDX	150								150						150	
<b>SUM</b>		<b>425</b>				<b>11</b>				<b>150</b>		<b>433</b>			<b>0</b>	<b>594</b>	
SWR	KJM(D)	KJMD	70				26						44				70
	UBL (D)	UBLD	40										40				40
<b>SUM</b>		<b>110</b>				<b>26</b>						<b>84</b>			<b>0</b>	<b>110</b>	
WR	BRC	BRCE	150			66	149						167				215
	BL	BLEE	125		31												198
	RTM (D)	RTMD	136		20								116 3 <sup>^</sup>				136
	VTA(D)	VTAD	125		20						68		37				125
<b>SUM</b>		<b>536</b>		<b>71</b>	<b>66</b>	<b>149</b>	<b>0</b>	<b>116</b>		<b>68</b>		<b>204</b>			<b>0</b>	<b>674</b>	
WCR	TKD	TKDE	175				68					15	137 1 <sup>*</sup>	32			286
	ET	ETE	175										108 1 <sup>*</sup>				176
	ET (D)	ETD	19					29									29
	NKJ	NKJE	175								71		133				204
	NKJ (D)	NKJD	203					66 3 <sup>^</sup>	122		25						213
<b>SUM</b>		<b>747</b>		<b>0</b>	<b>170</b>	<b>122</b>	<b>122</b>			<b>96</b>	<b>15</b>	<b>378</b>	<b>32</b>		<b>0</b>	<b>908</b>	
<b>GRAND TOTAL</b>		<b>7877</b>	<b>56</b>	<b>773</b>	<b>239</b>	<b>1501</b>	<b>371</b>	<b>489</b>	<b>3</b>	<b>1994</b>	<b>94</b>	<b>4424</b>	<b>32</b>	<b>52</b>	<b>2</b>	<b>10030</b>	
a. Accidental repair (^)								2		1		6					9
b. Overaged/Condemn. (^)								17	8	3							28
c. Trials/ Misc. (@)					3												4
d. GRS (\$) :																	0
e. Inferior service (#)														15			15
<b>Effective on line</b>				<b>56</b>	<b>770</b>	<b>239</b>	<b>1501</b>	<b>354</b>	<b>479</b>	<b>0</b>	<b>1993</b>	<b>94</b>	<b>4418</b>	<b>32</b>	<b>37</b>	<b>1</b>	<b>9974</b>
				WAP1	WAP4	WAP5	WAP7	WAG5 A/B	WAG5 HA/HB	WAG6	WAG7	WAG9	WAG9H	WAG9 HH	AC/DC loco	WAG10 & 11 (Convert)	TOTAL

RLY	SHED	New Shed Codes	Sanctioned Capacity	WAG12