

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD**

No.2024/M(W)1/814/1

New Delhi, dated 26.03.2024

**The Principal Chief Mechanical Engineers,
All Zonal Railways**

Sub: POH Programme of Rolling Stock for the year 2024-25

The meeting to finalize the POH Programme of Rolling Stocks for the financial year 2024-2025, chaired by MTRS was held on 27th February, 2024 at Conference Hall, Rail Bhawan, New Delhi.

The minutes of the meeting along with targets for POH of various Rolling Stocks are enclosed herewith.

The minutes and the targets have approval of Board (MTRS).

Progress against each item (on monthly basis) may kindly be advised through the MCDO portal.

Kindly acknowledge receipt.

DA: As Above


26/03/2024

**(Gaurav Kumar)
Director Mech. Engg.(P)-I**

Copy to:

**The Principal Chief Electrical Engineer: For information please
All Zonal Railways**

**MINUTES OF POH PROGRAMME (2024-25) MEETING HELD ON 27.02.2024 AT
CONFERENCE HALL, RAIL BHAVAN, NEW DELHI**

PRESENT:

Railway Board	Zonal Railways
Shri Satish Kumar, M (T&RS)	Sh. Vivek Acharya, CWM/MTN/CR
Shri R.K. Mangla, AM (PU) & (ME)	Sh. Subrata Sarkar, CWE/ER
Shri A.K. Chandra, PED (W&D)	Sh. Atul Priyadarshi, CWE/ECR
Shri Shailendra Singh, PED (EnHM & Proj.)	Sh. S.C.Kar, CWM/MCSW/ECOR
Shri Ravi Jain, EDME (Chg.)	Sh. Vikas Arya, CWM/Co/NR
Shri Anirudh Kumar, EDME (Mod.)	Sh. Atul Singh, CWE/NCR
Shri Happy Walia, EDME (Frt)	Sh. Ajay Srivastava, CWM/WS/JHS/NCR
Shri Utkarsh, EDME(Safety)	Sh. B.K. Pandey, CWM/CMLR/JHS/NCR
Shri Gaurav Kumar, DME(P)-1	Sh. D.P. Mishra, CRSE/NER
Shri Vivek Mohan, GM/WISE/CRIS	Sh. D.K. Pandey, Dy. CME/W/NER
	Sh. S.K. Choudhury, CWE/NFR
	Sh. R.K. Moondra, CWE/NWR
	Sh. S.K. Paswan, CWE/SR
	Sh. Shivendra Mohan, CWE/SCR
	Sh. S.P. Singh, CWE/SER
	Sh. N. K. Bhandari, CME/EnHM/SECR
	Sh. Viswalal. N, CWM/Motibagh/SECR
	Sh. R.V.N. Sarma, CWE/SWR
	Sh. Manish Pradhan, CWE/WR
	Sh. Niraj Kumar, CWE/WCR

Address by M (T&RS)

S. No.	Items	Action By
1.	Focused approach to improve quality of rolling stock maintenance in the workshops should be adopted by CWEs/CWMs to ensure customer satisfaction & reduce failures. Internal inspection schedules & audit protocols in this regard should be strengthened & meticulously followed.	All PCMEs
2.	Quality of exterior painting of rolling stock especially EMU/MEMU/DEMU rakes should be given utmost attention. Coaches/rakes turned out from the workshop after POH should be regularly inspected by Officers. Good work done in this regard by the workshops should be shared for learning & replication by others.	All PCMEs
3.	To ensure quality, material procured from the suppliers should be accepted as per the inspection clause in the Purchase Order.	All PCMEs
4.	Issues related with TPIs (Third Party Inspections) regarding procurement of material as highlighted by Zonal Railways	AM(RS)

	should be immediately addressed & suitable instructions should be issued by Board.	PED/ME&PU
5.	It should be ensured that supply of critical items for rolling stock maintenance and productions are not unduly delayed on account of Third Party Inspection and issues be addressed on priority.	AM(RS) All PCMEs
6.	To address the issue of delayed supply of air brake components to the Zonal Railways by the OEMs, meeting may be called with OEMs to resolve the issue at the earliest.	DG/RDSO
7.	Maintenance of coach toilets and its hygiene with proper upkeep should be given due attention to reduce passenger complaints in this regard. NWR should make a presentation on toilet up gradation work undertaken by the Railway.	All PCMEs PCME/NWR
8.	Departmental laundries must be put right & any augmentation work required should be carried out on priority.	All PCMEs

Address by AM (PU) & (ME)

Sr.No.	Items	Action By
1.	All CWE's should ensure proper planning and material management by the workshops. Procurement and supply of material to be ensured in time without affecting the outturn.	All PCMEs
2.	Quality of workmanship should be improved and failures reported after POH should be strictly monitored. Failures of rolling stock should be monitored not just for first 90 or 100 days after POH but for a period of upto 6 months subsequent to POH.	All PCMEs
3.	To enhance the quality of work, all extant working instructions issued by RDSO/Railway Board and maintenance manuals pertaining to rolling stock maintenance should be meticulously followed.	All PCMEs
4.	Automation of process should be emphasized to improve quality and productivity. Computerized test rigs and equipments with enhanced automation should be utilized for better results.	All PCMEs
5.	Integration of resources should be carried out to maximize output as well as to improve asset utilization.	All PCMEs
6.	Integrated training of personnel encompassing diverse domain knowledge should be encouraged.	All PCMEs
7.	Syllabus for training of SSEs/technical staff should be reviewed to enable multi-skilling of staff by inclusion of diverse areas (Electrical, Mechanical and Electronics/Instrumentation) which are required for integrated rolling stock maintenance.	All PCMEs

8.	Discipline & awareness among staff regarding following requisite safety protocols & wearing PPEs on shop floor should be ensured.	All PCMEs
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Address by PED (W&D)

Sr.No.	Items	Action By
1.	In 2024-25, POH of more than one lakh VUs will be undertaken by the railway workshops. CWEs/CWMs need to plan accordingly to ensure quality as well as productivity.	All PCMEs
2.	Process followed by the workshops to achieve parameters essential for obtaining safety and quality certifications should be maintained & regular internal review should be carried out to identify shortcomings and maintain quality.	All PCMEs
3.	VB maintenance facilities may be planned to be developed in workshops in consultation with Railway Board which are in the vicinity of VB trains terminating stations. Necessary proposals to be sent to Board.	All PCMEs EDME/Chg
4.	Efforts should be made to reduce revenue expenditure. Procurement of Unit exchange items as well as spares in kit form under RSP should be planned. Umbrella work allotted in this regard should be effectively utilized. Unit Exchange spares may be planned on the pattern of life cycle maintenance protocols.	All PCMEs
5.	Quality of welding is important in maintenance work of rolling stock and thus, regular audit of welding (including welders' skill, machines, process, consumables & associated infrastructure) must be ensured either by ZRs themselves (intra-inter railway) or through renowned external agency/expert.	All PCMEs
6.	Quality of exterior and interior paintings of EMU/MEMU/DEMU should be improved and the coaches turned out should be inspected regularly by Officers. Zonal railways must focus on improve the quality in all respects.	All PCMEs

Address by PED (EnHM & Proj.)

Sr.No.	Items	Action By
1.	Focus area in workshops should be on qualitative output while achieving targeted outturn.	All PCMEs CWMs

2.	Sufficient funds and sanctions are available for execution of works under various "Umbrella Works". Railways to utilize these funds and complete all sanctioned works expeditiously on priority and improve the infrastructure along with addition of new sections/shops.	All PCMEs
3.	Execution of toilet upgradation work in coaches should be expedited. Existing RSP sanctions @Rs.10 Lakh/coach given (reference RB letter no. 2020/M(C)/142/4pt IX dated 12.04.23,PB Item No. 1255/23-24 & RB letter no. 2019/M(C)/142/4 dated 06.08.19, PB Item No. 1227/19-20) should be effectively utilised to improve the coach toilet amenities.	PCME/SR
4.	There has been slow progress in utilization of allotted RSP works, same should be expedited on priority	All PCMEs
5.	Fund utilisation under PH-42/Environment works is not satisfactory.	All PCMEs
6.	Quality of painting to be improved. All coaches from workshops should be given Anti-graffiti coating for which RSP sanctions (PB Item No. Supp-48/2023-24) have already been given (reference RB letter no. 2023/M(C)/142/4 dated 16.01.2024).	All PCMEs
7.	The environment of workshops should be improved. Rain water harvesting, ETP, STP and afforestation to be promoted.	All PCMEs
8.	Safety of workers is very important. They should be given good environment to work and necessary PPEs must be given.	All PCMEs
9.	Adequate fire fighting/suppression arrangements should be in place in the workshop, scrap yard etc.	All PCMEs
10.	For satisfactory working of fire suppression detection system AMC should be kept in place.	All PCMEs

Address by EDME (Modernisation)

Sr.No.	Items	Action By
1.	Automatic and computerized gauges must be adopted for better reliability and recording of data. These may be included in the detailed estimates of Umbrella Works sanctioned for workshops.	All PCMEs
2.	Workshops have been advised to develop a Centre of Technical Excellence (CoE) for an identified activity in the last POH Programme meeting held in March 2023. This should be brought to a logical conclusion at the earliest. In addition, Each workshop must develop a Centre of Technical Excellence (CoE) for another activity, other than the section that were converted to CoE in 2023 - 2024. This must be planned in 2024 – 25 using recently delegated powers for CWM/HQ level sanctions/approvals.	All PCMEs

3.	Zonal Railways to devise a system so that wheels (earmarked with OMRS critical alert) being sent by Coaching/Wagon depots to workshops are clearly and distinctly identified along with documentation, for focused attention and analysis. System being followed in NWR may be examined.	All PCMEs
4.	Workshops should check for defects in bearing of wheels earmarked with OMRS critical alert and upload the finding/analysis in CMM/FMM.	All PCMEs
5.	In some workshops, availability of safety items & must change items is not matching with the requirement as per outturn. AAC may be revisited to match the present requirement.	All PCMEs
6.	The work of equipping rolling stock (wagons & coaches) with RFID tags is being undertaken as a mission project. All new rolling stocks are already been fitted with RFID tags. In near future, Railway will be given task to retrofit the same by providing all necessary tools and RFID tags through a tender that is likely to be floated soon by CRIS. Non-fitment of RFID tags in rolling stock will be considered a reject-able defect in future.	All PCMEs
7.	Railways were advised for a special drive to be launched to re-encode earlier fitted/encoded tags by using CRIS's latest application as per latest guidelines on Data of RFID Tags (including 11 digit numbering system for wagons). However, progress in this regard is very slow. Re-encoding needs to be expedited. More than 1000 portable RFID readers have been already distributed among ZRs/Pus by CRIS to expedite this process. Seven training modules have already been done for the same.	All PCMEs
8.	<p>There is a need to sensitize Occupiers and Factory Managers of Workshops about their respective roles as mandated in The concerned State's Factory Rules.</p> <p>A proper record of distribution of PPEs to staff and supervisors under clear acknowledgement needs to be ensured.</p> <p>Further, mandatory display of information and also maintenance of updated records, in the specified formats, under the concerned State's Factory Rules needs to be ensured by the workshops as references are received by respective workshops from the Department of Factory and Boilers of the concerned State Government.</p>	All PCMEs

Address by EDME(Chg)

Sr.No.	Items	Action By
1.	RDSO has issued a number of modifications in coaching stock. It is imperative that all coaches being turned out from the workshops have these modifications incorporated. Some of the modifications are proposed to be made as NTRX rejectable defects. All workshops to gear up for ensuring 100% modifications in coaches.	All PCMEs
2.	All workshops to suitably enhance their capacity to meet the targets of POH/IOH of coach arising.	All PCMEs
3.	There have been a number of cases of spring failures and brake binding in coaches. All workshops to develop facilities for spring (MPT, load deflection, proper pairing etc.) and damper testing. Also, all instructions by RDSO for springs and dampers should be followed.	All PCMEs
4.	CTRB/Bearing assembly is the one of the important part of wheel assembly. It must be ensured that proper guidelines issued for its maintenance are being followed alongwith the instructions for the stacking and cleanliness. All workshops should plan for state of art facility for handling of bearings.	All PCMEs
5.	A number of NMG coaches are overdue schedule. All workshops should plan for meeting the targets for IOH/POH of NMG stock and accordingly plan their AAC.	All PCMEs
6.	WISE utilization & Integration with CMM: All the data related to coaches to be fed in WISE and CMM accordingly and the same must be integrated with each other.	All PCMEs GM/WISE/CRIS

Address by EDME(Fr.)

Sr.No.	Items	Action By
1.	Work of KBI design BC upgradation should be monitored and expedited. Also, modification advised for Escorts design BMBS should be carried out on priority.	All PCMEs
2.	Augmentation of POH capacity of workshops should be emphasized and taken on priority in view of induction of large number of wagons in the railway ecosystem. Samastipur, Jamalpur and Amritsar Workshops need to increase the manufacturing capacity.	All PCMEs

3.	Production of wagons by Railway Workshops should be expedited especially BVCM wagons in view of shortage of brake vans as highlighted by traffic.		PCME/ER
			PCME/ECR
			PCME/NR
			PCME/SR
	Workshops	Outstanding BVCM Wagon Orders (as on 01.03.24)	
	GOC/SR	323	
	SPJ/ECR	303	
ASR/NR	416		
JMP/ER	400		
Total (IR Workshops)	1442		
4.	Proper Marking on components supplied must be ensured by the manufacturers for traceability of the items supplied.		ED(Wagon)/RDSO

Issues raised by ZRs

Sr.No.	Items	Action By
1.	Wise modules may be reviewed. Presently, WISE data entry involves huge deployment of manpower. Requirement of data entry should be minimized by making provision of capturing of data at source which will avoid requirement of feeding of similar data at multiple locations.	GM/WISE/CRIS DME(P)-I
2.	Uniform policy across Railways for maintenance of DG set of power cars is required & same should be mandated. This will be examined at Board.	OSD/EE/G
3.	ER highlighted the issue of delay in supply of CASNUB Bogies critical for manufacturing of wagons due to TPI (Third Party Inspection) related issues. This issue be sorted out.	AM/RS PED/ME&PU
4.	ECR raised the issue of additional expenditure @ Rs10 lakh/rake over and above the POH cost on the maintenance of AASTHA SPECIAL rakes.	EDME(Chg.)
5.	Sanction of M&Ps proposed for enhancement of SS-I Schedule capacity at Dhanbad Coaching Depot was requested by ECR on priority.	DME(P)-I
6.	WCR highlighted the requirement of RSP for rehabilitation of BOXNHL wagons and umbrella for unit exchange spares for wagon maintenance.	EDME(Frt.)

7.	Erratic supply of WTA items to Railways was highlighted by NR.	JDME (PU)
8.	Further, difficulty faced by NR regarding supply of Unit Exchange items from PUs to Railways under allotted RSP was raised.	JDME (PU)
9.	Unavailability of ICF Coaches for conversion into NMGH/NMGHS under allotted RSP was highlighted by the Railways.	EDME(Chg.)
10.	NFR highlighted the issue of non-acceptance of warranty claims raised against premature failures of CTRB by the OEMs. It was advised to refer the matter to RDSO.	EDME(Frt.) ED/Wagon/RDSO
11.	WR requested for inclusion of SS-I schedule of Vande Bharat rakes in the POH Program for 2024-25.	EDME(Chg.)
12.	Inclusion of new trades in the eligibility criteria for recruitment of Technician (C&W) was advised by WR.	PED/W&D
13.	ZRs raised the issue of listing of Painter and Carpenter trade as redundant posts by Railway Board & requested for its review and delisting as continuation of these trades are crucial to fulfill functional requirements of workshops for proper maintenance of rolling stock. NR has already sent a reference to Board in this regard.	PED/W&D All PCMEs

Discussion on POH Programme Targets for 2024-25:-

Targets for POH for individual Workshops/Zonal Railways for different types of rolling stock for the year 2024-25 were discussed jointly with the Zonal Railways and finalized and same are annexed herewith the minutes.

TARGET FOR POH OF BG ICF AC COACH IN 2024-25

Rly.	W/shop	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Monthly Target	Annual Target 2024-25
CR	MTN	23																23	276
ER	LLH		18	1														19	228
ECR	HRT			9														9	108
ECoR	MCS				11													11	132
NR	AMV					26												26	312
	JUDW					2												2	24
NER	GKP						6	5										11	132
	IZN							2										2	24
NFR	DBRT								3									3	36
	NBQS								2									2	24
NWR	AII(C)									7								7	84
	JU									15								15	180
SR	PER(C)										25							25	300
	GOC										11							11	132
SCR	LLGD											20						20	240
	TPTY											16						16	192
SER	KGP												13					13	156
SWR	MYSS														3			3	36
	UBL														10			10	120
WR	PL															18		18	216
WCR	BPL												6				8	14	168
IR	G.Total	23	18	10	11	28	6	7	5	22	36	36	13	6	13	18	8	260	
ANNUAL		276	216	120	132	336	72	84	60	264	432	432	156	72	156	216	96		3120

TARGET FOR POH (SS2 & SS3 Schedule) OF LHB COACH - AC IN 2024 - 25

Rly.	W/shop	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Monthly Target	Annual Target 2024-25
CR	MTN	28																28	336
ER	LLH		22	5														27	324
ECR	HRT			17														17	204
ECoR	MCS				18													18	216
NR	AMV					14												14	168
	JUDW					30												30	360
NCR	CMLR						4											4	48
	RCNK						2											2	24
NER	GKP			4			6	28										38	456
	IZN							1										1	12
NFR	DBRT								15									15	180
	NBQS								13									13	156
NWR	AII(C)									16						8		24	288
	JU									3								3	36
SR	PER(C)										23							23	276
	PER(L)										3							3	36
	GOC										12							12	144
SCR	LLGD											15						15	180
	TPYS											8						8	96
SER	KGP												42					42	504
SWR	MYS														14			14	168
	UBLS														7			7	84
WR	PL															36		36	432
WCR	BPL													10		2	10	22	264
IR	G.Total	28	22	26	18	44	12	29	28	19	38	23	42	10	21	46	10	416	
ANNUAL		336	264	312	216	528	144	348	336	228	456	276	504	120	252	552	120		4992

TARGET FOR POH (SS1 Schedule-Coach sets) OF LHB COACH - NON AC IN 2024 - 25

Rly.	W/shop	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Monthly Target	Annual Target 2024-25
CR	MTN	26																26	312
	PR	10																10	120
ER	LLH		26	10														36	432
	KPA		3															3	36
ECR	HRT			17														17	204
ECoR	MCS				30													30	360
NR	AMV					18												18	216
	JUDW					27												27	324
NCR	RCNK						11											11	132
NER	GKP			10				20										30	360
NFR	DBRT								13									13	156
	NBQS								11									11	132
NWR	All(C)									13								13	156
	JU									12								12	144
SR	PER(C)										16							16	192
	PER(L)										9							9	108
	GOC										11							11	132
SCR	LLGD											13						13	156
	TPYS											10						10	120
SER	KGP												35					35	420
SECR	NGP													4				4	48
SWR	MYS														19			19	228
	UBLS														14			14	168
WR	PL															39		39	468
	BVP															11		11	132
WCR	BPL													4			6	10	120
IR	G.Total	36	29	37	30	45	11	20	24	25	36	23	35	8	33	50	6	448	
ANNUAL		432	348	444	360	540	132	240	288	300	432	276	420	96	396	600	72		5376

TARGET FOR POH (SS1 Schedule-Coach Sets) OF LHB COACH - AC IN 2024 - 25

Rly.	W/shop	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	Monthly Target	Annual Target 2024-25
CR	MTN	19																19	228
	PR	10																10	120
ER	LLH		36	13														49	588
ECR	HRT			21														21	252
ECoR	MCS				46													46	552
NR	AMV					25												25	300
	JUDW					39												39	468
NCR	RCNK						7											7	84
NER	GKP			7			8	37										52	624
	IZN							1										1	12
NFR	DBRT								19									19	228
	NBQS								14									14	168
NWR	AII(C)									17								17	204
	JU									12								12	144
SR	PER(C)										15							15	180
	PER(L)										10							10	120
	GOC										13							13	156
SCR	LLGD											15						15	180
	TPYS											10						10	120
SER	KGP												38					38	456
SWR	MYS														14			14	168
	UBLS														12			12	144
WR	PL															47		47	564
WCR	BPL													11		4	16	31	372
IR	G.Total	29	36	41	46	64	15	38	33	29	38	25	38	11	26	51	16	536	
ANNUAL		348	432	492	552	768	180	456	396	348	456	300	456	132	312	612	192		6432

ANNUAL TARGET FOR MLR OF LHB COACHES - AC IN 2024 - 25		
Rly.	Workshop	Annual Target 2024-25
ER	C&W Workshop/LLH	50
NR	RCNK/SNP	100
NCR	RCNK/JSH	50
WCR	CRWS/BPL	50
IR		250

ANNUAL TARGET FOR POH/SR/IOH OF BG HHP DIESEL LOCOMOTIVE IN (2024-25)						
Rly.	Jamalpur			Goldenrock		
	POH	SR/IOH	Total	POH	SR/IOH	Total
ER					4	4
ECR					1	1
NR	5		5			
NFR	4		4			
NWR	1		1			
SCR				2		2
SWR				48		48
IR Total	10	0	10	50	5	55

Note: Director (Traction)/RB Note No. 2024/M(W)I/814/1 Dated 21.02.2024

ANNUAL TARGET FOR POH /TU/RC/MTR OF BG ELECTRIC LOCOMOTIVE IN 2024-25							
ACTIVITY/ WORKSHOP	BSL	KPA	CB	PER(L)	KGP	DHD	TOTAL
POH	66	55	23	48	48	0	240
POH+TU	5	0	0	0	0	0	5
POH+RC	20	17	5	12	12	0	66
MTR	0	0	0	0	0	79	79
TOTAL	91	72	28	60	60	79	390

Note: EDEE(Rolling Stock)/Railway Board letter No. 2021/Elect(TRS)/138/7 dated 07.03.2023

TARGET FOR POH OF BG WAGON IN 2024-25

Railway Zone	WORKSHOP	Monthly Target	Annual Target (2024-25)
CR	KUVW	100	1200
	BD	10	120
ER	JMP	640	7680
	LLH	187	2244
ECoR	VDPD	217	2604
NCR	JHS (W)	725	8700
NER	IZN	72	864
NFR	NBQS	159	1908
NR	JUDW	550	6600
NWR	All (L)	138	1656
	BKN	118	1416
SCR	RYPS	590	7080
SECR	RW	430	5160
SER	KGP	591	7092
SR	PER(C)	385	4620
WCR	KTT	560	6720
WR	PRTN	125	1500
	DHD	160	1920
IR		5757	69084

ANNUAL TARGET FOR POH OF EMU/MEMU IN 2024-25

Rly.	W/shop	CR	ER	ECR	ECoR	NR	NCR	NER	SR	SCR	SER	SECR	SWR	WR	WCR	KRCL	Annual Target for 2024-25
CR	MTN	508														24	532
	SNPD	506															506
ER	KPA		1363	439													1802
ECoR	MCS				4												4
NR	CB					289											289
	GZB					151											151
NWR	All (L)											67					67
NER	GKP						76	11				13					100
SR	GOC								60								60
SCR	LLGD									138							138
	TPTY									176							176
SER	KGP				72						365	40					477
SWR	UBL												134				134
WR	DHD													151			151
	MX													760			760
WCR	BPL														25		25
IR	G.Total	1014	1363	439	76	440	76	11	60	314	365	120	134	911	25	24	5372

Note: POH of 570 EMU/MEMU Coaches of SR will be done in SR Sheds

ANNUAL TARGET OF POH OF BG DEMU IN 2024-25

Rly.	W/Shop	CR	ER	ECR	NR	NER	NFR	NWR	SR	SCR	SECR	SWR	WR	IR Annual target for 2024-25
CR	PR	66												66
	SNPD	27												27
ER	KPA		48	48										96
NR	CB				244									244
NER	IZN			50		70								120
NFR	NBQS						138							138
NWR	AII(C)							54			33			87
	AII(L)							32						32
SR	PER(L)								85			11		96
SCR	LLGD									151				151
SWR	UBLS											51		51
WR	DHD												90	90
TOTAL		93	48	98	244	70	138	86	85	151	33	62	90	1198

ANNUAL TARGET FOR POH OF SPART/SPARMV/RB IN 2024-25

Rly.	W/Shop	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	KRCL	IR Annual Target in 2024-25
CR	PR	3														1			4
NR	CB					5	4												9
NER	IZN							3											3
NFR	NBQS								2										2
NWR	AII(L)									14									14
SR	PER(L)										3							1	4
SCR	LLGD											6				5			11
SER	KGP			3	9								2	2					16
TOTAL		3	0	3	9	5	4	3	2	14	3	6	2	2	0	6	0	1	63

ANNUAL TARGET FOR POH OF TOWER CAR - 4 W IN 2024-25

Rly.	W/Shop	CR	ER	ECR	ECoR	NR	NCR	NER	SR	SCR	SER	SECR	SWR	WR	WCR	IR Annual Target in 2024-25
CR	PR	3														3
ER	JMP		6	3												9
NR	GZB					11										11
NCR	JHSW						8									8
NER	GKP							2								2
SR	PER(L)								7							7
SCR	LLGD									9						9
SER	KGP				3						4	6				13
SWR	UBLS												2			2
WR	MX													2	5	7
TOTAL		3	6	3	3	11	8	2	7	9	4	6	2	2	5	71

ANNUAL TARGET FOR POH OF TOWER CAR - 8 W IN 2024-25

Rly.	W/Shop	CR	ER	ECR	ECoR	NR	NCR	NER	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	KRCL	CORE	Annual Target 2024-25
CR	PR	7																	7
ER	KPA		3	5												2		4	14
NR	GZB					7												1	8
NER	GKP						4	5											9
NWR	AII/L								9										9
SR	PER(L)									3							2		5
SCR	LLGD										5							3	8
SER	KGP				4							6							10
SWR	UBLS													1		2			3
WR	DHD												4		7	3			14
TOTAL		7	3	5	4	7	4	5	9	3	5	6	4	1	7	7	2	8	87

ANNUAL TARGET FOR POH OF NG ROLLING STOCK IN 2024-25										
NG COACH						NG LOCOMOTIVE				
RLY	PR	KLK	TDH	PRTN	TOTAL	RLY	PR	TDH	TOTAL	
CR	20				20	CR	5		5	
NR		79			79	NR	16		16	
NFR			32		32	NFR		2	2	
WR				11	11	IR	21	2	23	
IR	20	79	32	11	142					

ANNUAL TARGET FOR POH OF MG ROLLING STOCK IN 2024-25				
MG Coach				
RLY.	BKN	GOC	IZN	TOTAL
NER			55	55
NWR	15			15
SR		37		37
WR	34			34
Total	49	37	55	141

POH Programme of NMG Rolling stock for the year 2024-25		
Railway	POH Targets for FY 2024-25	IOH Targets for FY 2024-25 (For supply of trollies)
CR	450	450
NER	250	250
NFR	160	160
NR	500	500
NWR	100	100
SCR	100	100
SR	420	420
SWR	270	270
WCR	50	50
WR	200	200
Total	2500	2500
Note: Coaching Dte. Note No.2020/M(C)/650/2 Date: 26.02.2024		