

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

No. 2017/ Elect(TRS)/ 412/ 1

Date: 5<sup>th</sup> July 2017

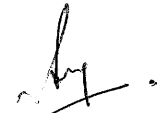
**GENERAL MANAGER (ELECT. / OPTG.)**

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

**SUB: ELECTRIC LOCO HOLDING TARGET FOR JULY 2017**

S. N.	Description	CR	ER	ECR	ECoR	NR	NCR	NER	SR	SCR	SER	SECR	WR	WCR	Total
1	Holding as on 01.06.2017	620	268	406	398	429	412	10	447	589	644	244	396	606	5469
2	Comm. in June 2017	2		2	6	2			3	2	15	2	1		35
3a	Condemned in June 2017	2												1	3
3b	Condemned upto June 2017	3	0	0	0	0	0	0	0	0	0	0	0	6	9
4	Transferred during Month						-20 NER	+20 NCR							
5	<b>Net Holding as on 01-07-2017</b>	<b>620</b>	<b>268</b>	<b>408</b>	<b>404</b>	<b>431</b>	<b>392</b>	<b>30</b>	<b>450</b>	<b>591</b>	<b>659</b>	<b>246</b>	<b>397</b>	<b>605</b>	<b>5501</b>
6a	Accident damaged	4	2	2	1						4		1		14
6b	Overaged condemnation		2	4	5		1				4	2	3		21
6c	RDSO, TRIALS/Misc.					8									8
6d	Locos in GRS														0
6e	Locos in inferior services	2				2	3							1	8
6	<b>Sum</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>51</b>
7	<b>EFFECTIVE ON LINE (5-6)</b>	<b>614</b>	<b>264</b>	<b>402</b>	<b>398</b>	<b>421</b>	<b>388</b>	<b>30</b>	<b>450</b>	<b>591</b>	<b>651</b>	<b>244</b>	<b>393</b>	<b>604</b>	<b>5450</b>
8a	Major Repair target	10% for Conventional locos & 5% for 3-Phase HHP locos													
8b	Number	49.8	24.6	32.5	34.5	33.9	38.4	3.0	42.3	50.3	58.1	19.3	35.6	54.7	476.7
8	<b>Available for use (7- 8b)</b>	<b>564</b>	<b>239</b>	<b>369.5</b>	<b>364</b>	<b>387</b>	<b>350</b>	<b>27</b>	<b>408</b>	<b>541</b>	<b>593</b>	<b>225</b>	<b>357</b>	<b>549</b>	<b>4973</b>
9	Passenger links	136	142	78	42	219	44	0	218	126	121	35	174	150	1485
10a	<b>Available for Freight (8 - 9)</b>	<b>428</b>	<b>97</b>	<b>292</b>	<b>322</b>	<b>168</b>	<b>306</b>	<b>27</b>	<b>190</b>	<b>415</b>	<b>472</b>	<b>190</b>	<b>183</b>	<b>399</b>	<b>3488</b>
10b	Minor repair 10% for Conventional / 5% for 3-Phase HHP locos	30.6	9.7	21.8	27.6	15.9	30.2	2.7	19.0	35.8	40.9	14.8	18.3	36.3	303.6
10	<b>Net Freight TARGET (10a - 10)</b>	<b>397.7</b>	<b>87.7</b>	<b>269.7</b>	<b>293.9</b>	<b>152.3</b>	<b>275.4</b>	<b>24.3</b>	<b>170.7</b>	<b>378.9</b>	<b>431.0</b>	<b>175.0</b>	<b>165.1</b>	<b>363.0</b>	<b>3184.7</b>
11	<b>Under Transit / Commissioning</b>														
	WAG9														0
	WAP5/WAP7														0
	<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>
12	<b>Accidt./ Fire damaged locos</b>														
	WAM4/WAP4/WAP5/WAP7	27240, 27220		22753 21338	31666									22812	
	WAG5/WAG7/WAG9	31413, 31553,	23398, 23346								23619, 23147, 28533, 28120				
	<b>Sum</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>
13	<b>Loco under condemnation</b>														
	WAG5/WAG7/WAM4/WAP4		21114 21331	21321, 31323, 21325, 21333	26000, 26001, 26010, 26012, 26024		20601				21302, 21305, 21280, 21298	21294, 21314	21116, 21120, 21394		
	<b>Sum</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>

Locos Commissioned in 2017-18 upto 30.06.2017 (Ex. CLW )					DLW	G.
Type of loco	WAP7	WAP5	WAG9	Total	WAP7	Total
Production Programme '17-18'	85	30	210	325	25	350
Out turn in June 2017	6	2	19	27	2	29
Out turn upto June 2017	14	7	60	81	4	85
Commissioned in June 2017	10	3	22	35	0	35
Commissioned upto June 2017	26	6	64	96	0	96

  
**(A.K. Goswami)**  
Dir. Elect. Engg. (RS)  
Railway Board

Copy to :

PPS/MTR, PPS/MT, AM(L), AM(T), AM(Plg.), Adv.L(RS), Sr. EDSE/RDSO  
EDTT(M), ED(E&R), EDEE(Dev.), ED (Chg.), DTT(G), EMERGENCY CELL, Elect. Control.  
MD, CRIS, Chanakyapuri, New Delhi - 110021  
CAO/FOIS, Chanakyapuri, New Delhi - 110021

**SHEDWISE / TYPEWISE ELECTRIC LOCO HOLDING AS ON 01-07-2017**

RAILWAY	SHED	Sanctioned Capacity	WAM4	WAP1	WAP4	WAP5	WAP7	WAG5 A/B	WAG5 HA/HB	WAG6	WAG7	WAG9	WAG9H	WCAM2	WCAM3	WCAG1	WCM6 (AC)	TOTAL
CENTRAL (CSTM)	BSL	150	5		43			146										194
	AQ	175					23				54 <sup>2*</sup>	89	59					225
	KYN	100									50	1	63 <sup>2*</sup>	20	53	12	2 <sup>2#</sup>	201
	<b>SUM</b>	<b>425</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>23</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>90</b>	<b>122</b>	<b>20</b>	<b>53</b>	<b>12</b>	<b>2</b>	<b>620</b>
EASTERN (CCC)	ASN	100	8 <sup>1^</sup>					29	68 <sup>2*,1^</sup>		35							140
	HWH	100			91		37											128
	<b>SUM</b>	<b>200</b>	<b>8</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>68</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>268</b>
EAST CENTRAL (HJP)	MGS	150	14 <sup>4^1*</sup>		68 <sup>1*</sup>						114							196
	GMO	120									58	77	77					212
	<b>SUM</b>	<b>270</b>	<b>14</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>77</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>408</b>
EAST COAST (BBS)	WAT	175	1		21		11	98		11 <sup>5^</sup>	10		96 <sup>1'</sup>					248
	ANGL	150									156							156
	<b>SUM</b>	<b>325</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>0</b>	<b>11</b>	<b>166</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>404</b>
NORTHERN (NDLS)	GZB	150	1 <sup>1#</sup>	31	39	58 <sup>4@</sup>	93 <sup>4@</sup>											222
	LDH	150	1 <sup>1#</sup>		18						147		21					187
	KJGY**		1 <sup>1#</sup>								22							22
	<b>SUM</b>	<b>300</b>	<b>2</b>	<b>31</b>	<b>57</b>	<b>58</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>431</b>
NORTH CENTRAL (ALD)	JHS	150	1 <sup>1^</sup>						117		90							208
	CNB	150	3 <sup>3#</sup>		48						125		8					184
	<b>SUM</b>	<b>300</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>215</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>392</b>
NORTH EASTERN (GKP)	GD	30									30							30
	<b>SUM</b>	<b>30</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
SOUTHERN (MAS)	AJJ	150	5	29	10				89		39							172
	ED	175			113						83							196
	RPM	100			28		54											82
	<b>SUM</b>	<b>425</b>	<b>5</b>	<b>29</b>	<b>151</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450</b>
SOUTH CENTRAL (SC)	BZA	175	2		28			43			142							215
	LGD	150			40		56					73	47					216
	KZJ	100									160							160
	<b>SUM</b>	<b>425</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>56</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>302</b>	<b>73</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
SOUTH EASTERN (GRC)	TATA	120	16 <sup>4^</sup>				7	40			50	2	128					243
	BNDM	175							2 <sup>2*</sup>		215		3					220
	BKSC	100						26			90 <sup>2*</sup>							116
	SRC	50			80													80
	<b>SUM</b>	<b>445</b>	<b>16</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>2</b>	<b>0</b>	<b>355</b>	<b>2</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>659</b>
SOUTH EAST CENTRAL (BSP)	BIA	175	12 <sup>2^</sup>				15	13			118		88					246
	<b>SUM</b>	<b>175</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>246</b>
WESTERN (CCG)	BRC	150			72 <sup>1*</sup>	61	14	2 <sup>2^</sup>	46									195
	BL	100	2 <sup>1^</sup>					35	97		68							202
	<b>SUM</b>	<b>250</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>61</b>	<b>14</b>	<b>37</b>	<b>143</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>397</b>
WEST CENTRAL (JBP)	TKD	175	10				39	79			29	30	46					233
	ET	175	12		75			97 <sup>1#</sup>										184
	NKJ	175							114		74							188
	<b>SUM</b>	<b>525</b>	<b>22</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>39</b>	<b>176</b>	<b>114</b>	<b>0</b>	<b>103</b>	<b>30</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>605</b>
<b>GRAND TOTAL</b>	<b>4095</b>	<b>93</b>	<b>60</b>	<b>774</b>	<b>119</b>	<b>349</b>	<b>608</b>	<b>533</b>	<b>11</b>	<b>1959</b>	<b>272</b>	<b>636</b>	<b>20</b>	<b>53</b>	<b>12</b>	<b>2</b>	<b>5501</b>	
Accidental repair	*	1		2				4		4		3						14
Overaged Condemn.	^	13						2	1	5								21
Trials/RDSO/Misc.	@				4	4												8
GRS	\$																	0
Inferior service	#	5						1									2	8
<b>Effective on line</b>			<b>74</b>	<b>60</b>	<b>772</b>	<b>115</b>	<b>345</b>	<b>605</b>	<b>528</b>	<b>6</b>	<b>1955</b>	<b>272</b>	<b>633</b>	<b>20</b>	<b>53</b>	<b>12</b>	<b>0</b>	<b>5450</b>

\*\* Shed under commisioning.

IR ELECTRIC LOCO FLEET			
AC			4040
AC/DC			85
3-Phase			1376
IGBT	685	GTO	691
<b>Grand Total</b>			<b>5501</b>