

Annexure 1.1 (Para 1.5)										
Sample Selection										
ZRs	Divisions		Diesel Loco Sheds (DLS)		Electric loco Sheds (ELS)		Diesel Loco Workshop (DLWS)		Electric Loco Workshop (ELWS)	
	Total	Selected	Total	Selected	Total	Selected	Total	Selected	Total	Selected
1	2	3	4	5	6	7	8	9	10	11
CR	5	Mumbai and Bhusawal	2	Kalyan (KYN/DLS)	3	Bhusawal (BSL/ELS)	1	Parel (PL/DLWS)	1	Bhusawal (BSL/ELWS)
ER	4	Howrah and Asansol	4	Andal (UDL/DLS)	2	Asansol (ASN/ELS)	1	Jamalpur (JMP/DLWS)	1	Kanchrapara (KPA/ELWS)
ECR	5	Mugalsarai and Samastipur	3	Samastipur (SPJ/DLS)	2	Mugalsarai (MGS/ELS)	Nil	Nil	Nil	Nil
ECoR	3	Visakhapatnam and Khurda Road	1	Visakhapatnam (VSKP/DLS)	2	Angul (ANGL/ELS)	Nil	Nil	Nil	Nil
NR	5	Ferozpur and Lucknow	4	Lucknow (LKO/DLS)	3	Ludhiana (LDH/ELS)	1	Lucknow (LKO/DLWS)	1	Lucknow (LKO/ELWS)
NCR	3	Allahabad and Jhansi	2	Jhansi (JHS/DLS)	2	Kanpur (CNB/ELS)	Nil	Nil	Nil	Nil
NER	3	Izatnagar and Lucknow	2	Gonda (GD/DLS)	1	Nil	Nil	Nil	Nil	Nil
NFR	5	Katihar and Lumding	3	New Guwahati (NGC/DLS)	Nil	Nil	Nil	Nil	Nil	Nil
NWR	4	Ajmer and Jodhpur	2	Abu Road (ABR/DLS)	Nil	Nil	1	Ajmer (AII/DLWS)	Nil	Nil
SR	6	Salem and Tiruchchirappalli	4	Erode (ED/DLS)	3	Erode (ED/ELS)	1	Golden Rock (GOC/DLWS)	1	Perambur (PER/ELWS)
SCR	6	Vijayawada and Guntakal	5	Gooty (GY/DLS)	3	Vijayawada (BZA/ELS)	Nil	Nil	Nil	Nil
SER	4	Chakradharpur and Kharagpur	3	Kharagpur (KGP/DLS)	4	Tatanagar (TATA/ELS)	1	Kharagpur (KGP/DLWS)	1	Kharagpur (KGP/ELWS)
SECR	3	Bilaspur and Raipur	1	Raipur (RSD/DLS)	1	Bhilai (BIA/ELWS)	Nil	Nil	Nil	Nil
SWR	3	Bangalore and Hubli	2	Krishnajanapuram (KJM/DLS)	Nil	Nil	Nil	Nil	Nil	Nil
WCR	3	Bhopal and Jabalpur	2	New Katni Jn (NKJ/DLS).	3	Itarsi (ET/ELS)	Nil	Nil	Nil	Nil
WR	6	Mumbai Central and Ahmedabad	3	Sabarmati (SBI/DLS)	2	Valsad (BL/ELS)	Nil	Nil	1	Dahod (DHD/ELWS)
Total	68	32	43	16	31	12	6	6	6	6

Annexure 1.2 (Para 1.9.1)					
Details of Projected and Actual Growth in Gross Domestic Product, Passenger kilometres, Million Tonne Load, Net Tonne Kilometer during 2012-17 (In percentage)					
Year	2012-13	2013-14	2014-15	2015-16	2016-17
Gross Domestic Product (GDP)					
Projected growth	9	9	9	9	9
Actual growth	-	6.4	7.4	8.2	7.1
Passenger kilometers (PKM)					
Projected growth	10.8	10.8	10.8	10.8	10.8
Actual growth	-	3.96	0.53	0.24	0.66
Million Tonne Load (MT Load)					
Projected growth	-	7.8	7.77	7.79	8.08
Actual growth	-	4.37	4.09	0.64	0.36
Net Tonne Kilometer (NTKM)					
Projected growth	-	6.81	7.87	7.8	8.17
Actual growth	-	2.49	2.39	-3.99	-5.24

Annexure 1.3 (Para 1.9.3)				
Details of requirement of locos on the basis of total number of rakes and the ideal rake-loco ratio in 2012 -13 and 2017-18				
Sr. No.	Description	Passenger	Goods	Total
A. In 2012-13				
1	Total number of coaches (conventional + others) for passenger rake and wagons for goods rake	54,686	2,44,731	
2	Total No. of Rakes @ 20 coaches per passenger rake and @ 59 wagons for goods rake	2,734	4,148	
3	Requirement of loco @ 1:0.8 rake-loco ratio	2,187	3,318	
4	Add. Ineffective percentage (10 per cent for passenger loco and 20 per cent for goods loco)	219	664	
5	Total requirement (diesel + electric)	2,406	3,982	6,388
6	Total number of loco holding (4,666 diesel + 4,584 electric)			9,250
7	Excess holding (Sr. No. 6-5)			2,862
Actual excess holding of locos of the requirements in 2012-13				45%
B. In 2017-18				
8	Total number of coaches (conventional + others) for passenger rake and wagons for goods rake	60,579	2,79,308	
9	Total No. of Rakes @ 20 coaches per passenger rake and @ 59 wagons for goods rake	3,029	4,734	
10	Requirement of loco @ 1:0.8 rake-loco ratio	2,423	3,787	
11	Add. Ineffective percentage (10 per cent for passenger loco and 20 per cent for goods loco)	242	757	
12	Total requirement (diesel + electric)	2,665	4,545	7,210
13	Total number of loco holding (5,613 diesel + 5,707 electric)			11,320
14	Excess holding (Sr. No. 13-12)			4,110
Actual excess holding of locos of the requirements in 2017-18				57%

Annexeure 1.4 A (Para 1.14)														
Position of homing capacities and actual holding of locos in the loco sheds over Indian Railways on 01.04.2012 and 31.03.2017														
ZRs	Name of the Loco Shed	Homing capacity as on 01/04/12	Actual holding as on 01/04/12	Percentage utilization of homing capacity	Homing capacity as on 31/3/17	Actual holding as on 31/3/17	Percentage utilization of homing capacity	Name of the Loco Shed	Homing capacity as on 01/04/12	Actual holding as on 01/04/12	Percentage utilization of homing capacity	Homing capacity as on 31/3/17	Actual holding as on 31/3/17	Percentage utilization of homing capacity
Diesel								Electric						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CR	Kalyan	36	72	200%	60	93	155%	Bhusawal	150	166	111%	150	197	131%
CR	Ghorpuri	100	167	167%	100	202	202%	Kalyan	200	163	82%	200	200	100%
CR	0	0	0	0	0	0	0	Ajni	100	169	169%	150	221	147%
CR	Total	136	239	176%	160	295	184%	Total	450	498	111%	500	618	124%
ER	Andal	100	125	125%	120	163	136%	Asansol	100	131	131%	120	137	114%
ER	Howrah	60	72	120%	60	62	103%	Howrah	100	98	98%	100	125	125%
ER	Bardhaman	50	73	146%	50	70	140%	0	0	0	0	0	0	0
ER	Jamalpur	60	51	85%	60	63	105%	0	0	0	0	0	0	0
ER	Total	270	321	119%	290	358	123%	Total	200	229	115%	220	262	119%
ECR	Samastipur (SPJ)	50	77	154%	100	128	128%	Mughalsarai	120	156	130%	150	192	128%
ECR	Mughalsarai (MGS)	20	54	270%	50	74	148%	Gomoh	100	178	178%	120	206	172%
ECR	Patratu	70	114	163%	70	127	181%	0	0	0	0	0	0	0
ECR	Total	140	245	175%	220	329	150%	Total	220	334	152%	270	398	147%
ECoR	Visakhapatnam	150	185	123%	150	277	185%	Angul	150	101	67%	150	150	100%
ECoR	0	0	0	0	0	0	0	Waltair	175	172	98%	175	234	134%
ECoR	Total	150	185	123%	150	277	185%	Total	325	273	84%	325	384	118%
NR	Ludhiana	140	170	121%	140	184	131%	Ludhiana	150	152	101%	150	184	123%
NR	Tuklahabad	175	156	89%	175	161	92%	Ghaziabad	150	182	121%	200	215	108%
NR	Shakurbasti	50	30	60%	50	23	46%	Khanalampura	0	0	0	100	22	22%
NR	LucKnow	100	161	161%	100	183	183%	0	0	0	0	0	0	0
NR	Total	465	517	111%	465	551	118%	Total	300	334	111%	450	421	94%
NCR	Jhansi	72	105	146%	72	137	190%	Kanpur	150	182	121%	150	214	143%
NCR	0	0	0	0	0	0	0	Jhansi	120	184	153%	120	208	173%
NCR	Total	72	105	146%	72	137	190%	Total	270	366	136%	270	422	156%
NFR	New Guwahati	78	79	101%	133	114	86%	0	0	0	0	0	0	0
NFR	Siliguri (SGUJ)	100	122	122%	100	213	213%	0	0	0	0	0	0	0
NFR	Malda (MLDT)	60	76	127%	60	93	155%	0	0	0	0	0	0	0
NFR	Total	238	277	116%	293	420	143%	0	0	0	0	0	0	0
NER	Gonda	100	156	156%	150	162	108%	0	0	0	0	0	0	0
NER	Izatnagar	75	30	40%	75	107	143%	0	0	0	0	0	0	0
NER	Total	175	186	106%	225	269	120%	Total	0	0	0	0	0	0

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Position of homing capacities and actual holding of locos in the loco sheds over Indian Railways on 01.04.2012 and 31.03.2017														
ZRs	Name of the Loco Shed	Homing capacity as on 01/04/12	Actual holding as on 01/04/12	Percentage utilization of homing capacity	Homing capacity as on 31/3/17	Actual holding as on 31/3/17	Percentage utilization of homing capacity	Name of the Loco Shed	Homing capacity as on 01/04/12	Actual holding as on 01/04/12	Percentage utilization of homing capacity	Homing capacity as on 31/3/17	Actual holding as on 31/3/17	Percentage utilization of homing capacity
Diesel								Electric						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NWR	Abu Road	80	92	115%	80	124	155%	0	0	0	0	0	0	0
NWR	Bhagat Ki Kothi	95	101	106%	145	149	103%	0	0	0	0	0	0	0
NWR	Total	175	193	110%	225	273	121%	0	0	0	0	0	0	0
SER	Kharagpur	100	89	89%	100	103	103%	Tata	120	177	148%	120	222	185%
SER	Bokaro Steel City	60	80	133%	60	99	165%	Santragachi	50	70	140%	50	80	160%
SER	Bondamunda	100	130	130%	100	141	141%	Bokaro Steel City	100	NA	-	100	111	111%
SER	0	0	0	0	0	0	0	Bondamunda	175	189	108%	175	212	121%
SER	Total	260	299	115%	260	343	132%	Total	445	436	98%	445	625	140%
SECR	Raipur	100	139	139%	100	178	178%	Bhilai	175	195	111%	175	232	133%
SECR	Total	100	139	139%	100	178	178%	Total	175	195	111%	175	232	133%
SCR	Gooty	120	140	117%	200	198	99%	Vijayawada	120	196	163%	175	215	123%
SCR	Kazipet	100	149	149%	120	180	150%	Lallguda	100	162	162%	175	214	122%
SCR	Guntakal	100	102	102%	100	118	118%	Kazipet	125	113	90%	125	160	128%
SCR	Maula Ali	50	57	114%	50	102	204%	0	0	0	0	0	0	0
SCR	Vijayawada	35	31	89%	35	28	80%	0	0	0	0	0	0	0
SCR	Total	405	479	118%	505	626	124%	Total	345	471	137%	475	589	124%
SWR	Krishnarajapuram	125	151	121%	150	167	111%	0	0	0	0	0	0	0
SWR	Huballi	150	181	121%	200	201	101%	0	0	0	0	0	0	0
SWR	Total	275	332	121%	350	368	105%	0	0	0	0	0	0	0
SR	Erode	100	110	110%	100	130	130%	Arakkonam	120	126	105%	120	172	143%
SR	Golden Rock	100	92	92%	100	90	90%	Erode	120	168	140%	175	196	112%
SR	Ernakulam	45	43	96%	45	40	89%	Royapuram	50	75	150%	50	79	158%
SR	Tondiarpet	NMA	27	NAP	25	21	84%	0	0	0	0	0	0	0
SR	Total	245	272	111%	270	281	104%	Total	290	369	127%	345	447	130%
WR	Sabarmati	50	105	210%	100	170	170%	Valsad	100	114	114%	100	202	202%
WR	Ratlam	100	117	117%	100	127	127%	Vadodara	150	168	112%	175	192	110%
WR	Vatva	150	108	72%	150	132	88%	0	0	0	0	0	0	0
WR	Total	300	330	110%	350	429	123%	Total	250	282	113%	275	394	143%
WCR	New Katni	150	193	129%	150	232	155%	Itarsi	120	171	143%	175	189	108%
WCR	Itarsi	140	152	109%	140	168	120%	New Katni	120	173	144%	175	188	107%
WCR	0	0	0	0	0	0	0	Tuqlahabad	120	178	148%	175	234	134%
WCR	Total	290	345	119%	290	400	138%	Total	360	522	145%	525	611	116%
IR	42	3696	4464	121%	4225	5534	131%	30	3630	4309	119%	4275	5403	126%

Annexure 1.4 B (Para 1.14)										
Details of Diesel and Electric Locos Augmnetation Works - PH42 Works (March 2019)										
Sr. No.	Zonal Rlys	Year of approval	Location	Description	Traction	Cost (₹ in crore)	Original DoC	Revised DoC	Physical prog. %	Financial prog. %
1	CR	2012-13	Daund	Setting up of new electric loco shed for homing 200 3-phase electric locos.	Electric	94.88	Jun-20	-	40	38
2	CR	2015-16	Pune	Diesel loco shed, Pune- Augmentation of capacity by 50 HHP Diesel locos	Diesel	33.45	Dec-12	Jun-20	10	6
3	CR	2015-16	Ajni	Augmentation of homing capacity of Electric Loco Shed, Ajni (ELS/AQ) from 175 to 200 locos.	Electric	15.58	Dec-19	-	90	43
4	ECoR	2015-16	Visakhapatnam	Augmentation of shed for homing 100 HHP Locomotives at Diesel Loco Shed /Visakhapatnam.	Diesel	53.14	Sep-19	Dec-19	45	50
5	ECoR	2015-16	Angul	Augmentation of holding capacity of Electric Loco Shed,Angul from 150 AC locomotives to 200 AC locomotives	Electric	28.00	Jun-19	Dec-19	70	48
6	ECoR	2015-16	Visakhapatnam	Augmentation of ELS/VSKP for homing of 200 locos	Electric	19.66	Dec-19	-	65	60
7	ER	2017-18	Howrah	Division - Extension of Electric Loco Shed, Bamumgachi towards Howrah end for augmentation of capacity upto 130 locos	Electric	15.44	Jun-10	-	60	58

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Sr. No.	Zonal Rlys	Year of approval	Location	Description	Traction	Cost (₹ in crore)	Original DoC	Revised DoC	Physical prog. %	Financial prog. %
8	NCR	2009-10	Jhansi	(Electric loco shed) - Augmentation for enhancing homing capacity of electric locos upto 175 (Phase-II).	Electric	11.25	Mar-14	Dec-19	99	69
9	NCR	2010-11	Kanpur	Augmentation of holding capacity from 150 to 175 electric locos.	Electric	10.93	Feb-13	Jan-20	96	82
10	NER	2011-12	Gonda	Augmentation of homing capacity of diesel shed from 100 to 150.	Diesel	13.24	Dec-19	-	75	70
11	NER	2016-17	Gorakhpur	Proposal for AC Electric Loco Shed having homing capacity of 100 Locomotives at Gorakhpur.	Electric	85.35	Mar-20	-	65	35
12	NR	2008-09	Khanalampura	Setting up of new electric loco shed for homing 100 locos.	Electric	79.61	Mar-12	Mar-19	80	82
13	NR	2010-11	Ghaziabad	(Electric loco shed) - Augmentation of holding capacity from 150 AC locos to 175.	Electric	10.97	Mar-13	Mar-19	50	46
14	NR	2010-11	Ludhiana	(Electric Loco Shed) - Augmentation of holding capacity from 150 AC locos to 175.	Electric	11.98	Dec-19	-	80	29
15	NR	2013-14	Shakurbasti	Diesel Shed - Augmentation of homing capacity for WDM2 locos (50 Nos).	Diesel	22.96	Mar-21	-	8	21
16	NR	2013-14	Ghaziabad	Augmentation of shed capacity from 175 to 200 locos.	Electric	10.59	Mar-20	-	60	10
17	SCR	2006-07	Maula Ali	(Diesel shed) - Additional infrastructure facilities for holding 100 WDM2 locomotives.	Diesel	31.92	Mar-12	Aug-19	98	84

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Details of Diesel and Electric Locos Augmnetation Works - PH42 Works (March 2019)										
Sr. No.	Zonal Rlys	Year of approval	Location	Description	Traction	Cost (₹ in crore)	Original DoC	Revised DoC	Physical prog. %	Financial prog. %
18	SCR	2008-09	Guntakal	Setting up of new electric loco shed for homing 100 locos (Phase-I).	Electric	92.80	Mar-13	Mar-22	55	62
19	SCR	2010-11	Kazipet	Augmentation of holding capacity of electric loco shed from 100 to 125 alternative current locos.	Electric	11.02	Mar-15	Mar-20	27	29
20	SCR	2013-14	Vijayawada	Electric Loco Shed - Augmentation of homing capacity from 175 to 225 locos.	Electric	23.51	Mar-15	Mar-21	15	12
21	SCR	2013-14	Guntakal	Diesel Loco Shed - Augmentation of capacity by 50 high horse power locos.	Diesel	37.27	Mar-22	-	37	40
22	SCR	2013-14	Lallaguda	Electric Loco Shed - Augmentation of homing capacity from 175 to 200 locos.	Electric	17.61	Mar-20	-	75	54
23	SCR	2015-16	Kazipet	Augmentation of homing capacity of DLS/KZJ from 100 to 150 locos to home WDG4 locos	Diesel	28.15	Jan-18	Mar-21	25	17
24	SCR	2016-17	Kazipet	ELS/KZJ: Augmentation of homing capacity from 125 to 175 of Electric Loco Shed, Kazipet	Electric	18.00	Mar-21	-	40	30
25	SECR	2008-09	Bilaspur	New electric loco shed with holding capacity of 100 locos.	Electric	52.37	Mar-12	Dec-19	98	88
26	SECR	2015-16	Raipur	Expansion of WDG4 (EMD) loco shed from 50 to 150 locos.	Diesel	52.65	Mar-20	-	0	0
27	SECR	2015-16	Bhilai	Raipur division - Bhilai (Electric Loco Shed) - Augmentation of homing capacity from 175 to 200 Locos.	Electric	23.16	Dec-19	Mar-20	55	23
28	SER	2012-13	Rourkela	Second electric loco shed to home 200 electric locos.	Electric	111.92	Mar-19	Sep-19	60	56

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Sr. No.	Zonal Rlys	Year of approval	Location	Description	Traction	Cost (₹ in crore)	Original DoC	Revised DoC	Physical prog. %	Financial prog. %
29	SR	2008-09	Royapuram	Expansion of air-conditioned electric loco shed to increase loco holding from 50 to 100.	Electric	35.70	Dec-12	Dec-19	95	90
30	SR	2010-11	Erode	(Diesel Shed) - Augmentation of homing capacity from 100 to 150 locos.	Diesel	22.46	Mar-19	-	70	52
31	SR	2016-17	Erode	ELS/ED, :-Augmentation of infra structure facilities to increase holding from 175 to 200 locos	Electric	19.99	Sep-19	Mar-21	20	58
32	SWR	2010-11	Hubli	Diesel Shed - Expansion of homing capacity from 150 to 200 EMD locos.	Diesel	37.60	Dec-14	Mar-21	98	80
33	WCR	2013-14	New Katni	Electric Loco Shed - Augmentation of capacity for holding 250 locos.	Electric	29.99	Dec-16	Dec-19	54	38
34	WCR	2013-14	Tughlakabad	Electric Loco Shed - Augmentation of capacity for holding 250 locos.	Electric	14.96	Feb-18	Sep-19	45	33
35	WCR	2013-14	Itarsi	Electric Loco Shed - Augmentation of capacity for holding 250 locos.	Electric	18.71	Mar-15	Dec-19	60	42
36	WCR	2015-16	New Katni	Augmentation Capacity by 50 HHP diesel locos at NKJ diesel shed	Diesel	25.67	Mar-18	Dec-20	6	6
37	WR	2010-11	Valsad	Augmentation of homing capacity from 100 to 125 locos.	Electric	7.96	Mar-13	Mar-20	60	46
38	WR	2013-14	Sabarmati	Diesel Loco Shed - Augmentation of homing capacity from 100 to 150 broad gauge EMD locos.	Diesel	27.21	Mar-16	Mar-21	50	40

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Sr. No.	Zonal Rlys	Year of approval	Location	Description	Traction	Cost (₹ in crore)	Original DoC	Revised DoC	Physical prog. %	Financial prog. %
39	WR	2015-16	Vadodara	Vadodara Division:-Augmentation of homing capacity of electric loco shed Vadodara from 175 locos to 200 locos at Electric Loco Shed	Electric	24.67	Mar-18	Mar-21	45	32

Annexure 1.5 (Para 1.15)														
Details of sanctioned strength and actual working of Loco Pilots among ZRs as on 31.03.2017														
ZRs	Total holding of locomotives (Ref:-Ann 3A & 3B)		No. of sanctioned post of Loco Drivers		No. of Loco Drivers Working		Sanctioned strength per loco as on 31 .03.2017		Actual working per loco as on 31 .03.2017		Difference between sanctioned strength and actual working in diesel to electric, i.e., <u>in opposite traction</u>		Difference between sanctioned strength and actual working in diesel to diesel and electric to electric, i.e., <u>in same traction</u>	
	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Sanction ed strength	Actual working	DSL to DSL	Elect. to Elect.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CR	295	618	2038	5213	1608	4356	6.91	8.44	5.45	7.05	-1.53	-1.60	1.46	1.39
ER	358	262	3662	2071	2978	1672	10.23	7.90	8.32	6.38	2.33	1.94	1.91	1.52
ECR	329	398	1744	2099	1248	1372	5.30	5.27	3.79	3.45	0.03	0.34	1.51	1.82
ECoR	277	384	1685	5856	2021	4150	6.08	15.25	7.30	10.81	-9.17	-3.51	-1.22	4.44
NR	551	421	4368	2099	3033	1883	7.93	4.99	5.50	4.47	2.94	1.03	2.43	0.52
NCR	137	422	2466	6577	1831	4371	18.00	15.59	13.36	10.36	2.41	3.00	4.64	5.23
NER	269	2	865	0	601	0	3.22	0	2.23	0	0	0	0.99	0
NFR	420	0	2585	0	2088	0	6.15	0	4.97	0	0	0	1.18	0
NWR	273	0	3290	0	2744	0	12.05	0	10.05	0	0	0	2.00	0
SR	281	447	1332	2152	1298	2107	4.74	4.81	4.62	4.71	-0.07	-0.09	0.12	0.10

Annexure 1.5 (Para 1.15)														
Details of sanctioned strength and actual working of Loco Pilots among ZRs as on 31.03.2017														
ZRs	Total holding of locomotives (Ref:-Ann 3A & 3B)		No. of sanctioned post of Loco Drivers		No. of Loco Drivers Working		Sanctioned strength per loco as on 31 .03.2017		Actual working per loco as on 31 .03.2017		Difference between sanctioned strength and actual working in diesel to electric, i.e., <u><i>in opposite traction</i></u>		Difference between sanctioned strength and actual working in diesel to diesel and electric to electric, i.e., <u><i>in same traction</i></u>	
	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Diesel	Elctric	Sanctioned strength	Actual working	DSL to DSL	Elect. to Elect.
	Col.8- Col. 9	Col.10- Col. 11	Col. 8- Col. 10	Col. 9- Col. 11										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
SCR	626	589	4036	5291	3037	4064	6.45	8.98	4.85	6.90	-2.53	-2.05	1.60	2.08
SER	343	625	802	4934	656	4671	2.34	7.89	1.91	7.47	-5.55	-5.56	0.43	0.42
SECR	178	232	525	2363	611	2347	2.95	10.19	3.43	10.12	-7.24	-6.69	-0.48	0.07
SWR	368	0	2802	0	2360	0	7.61	0	6.41	0	0	0	1.20	0
WR	429	394	1100	1089	981	948	2.56	2.76	2.29	2.41	-0.20	-0.12	0.27	0.35
WCR	400	611	2252		2012		2.23	2.23	1.99	1.99	0.00	0.00	0.24	0.24
Total and Ranges	5534	5405	75296		61048		2.23 and 18.00	2.23 and 15.59	1.99 and 13.36	1.99 and 10.81	(-) 9.17 and 2.94	(-) 6.69 and 3.00	(-) 1.22 and 4.64	0.07 and 5.23

Annexure 1.6 A (Para 1.17 a)																							
Statement showing details of detention to Diesel locos due to extra time taken for POH																							
ZRs	Name of Workshop (Diesel Loco Workshop (DLWS) and Electric Loco Workshop (ELWS))	2014-15					2015-16					2016-17					Total 2014-17						
		POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	% of locos POHed beyond permissible time	Total time taken in excess (in days)	Average time taken in excess in days	Reasons
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
CR	Parel (DLWS)	18	71	0	71	23.5	18	66	0	66	33.7	18	48	0	48	21.7	185	0	185	100%	4938	27	-
ER	Jamalpur (DLWS)	18	49	0	49	29.9	18	47	0	47	17.7	18	52	0	52	23.8	148	0	148	100%	3536	24	Want of materials
NR	Lucknow (DLWS)	18	26	9	17	6.8	18	45	10	35	8.5	18	49	1	48	8.6	120	20	100	83%	823	8	Delay in mat. supply
NWR	Ajmer (DLWS)	35	28	8	20	8.6	35	25	11	14	8.2	35	26	5	21	6.4	79	24	55	70%	420	8	Note 4
SR	Golden Rock (DLWS)	18	80	0	80	13.0	18	81	1	80	15.0	18	89	0	89	19.0	250	1	249	100%	3931	16	-
SER	Kharagpur (DLWS)	30	64	40	24	6.2	30	75	48	27	3.9	30	73	47	26	4.9	212	135	77	36%	381	5	Taken for POH as per availability of berth at Diesel Shop which is limited by the capacity of the shop
IR	Six DLWSs	0	318	57	261	17.7	0	339	70	269	17.8	0	337	53	284	16.3	994	180	814	82%	14028	17	0
Statement showing details of detention to Electric locos due to extra time taken for POH																							
ZRs	Name of Workshop (Diesel Workshop (DWS) and Electric Workshop (EWS))	2014-15					2015-16					2016-17					Total 2014-17						
		POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	POH time prescribed in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	Average time taken in excess in days	Total locos POHed	No. of locos POHed within time	No. of locos POHed beyond permissible time	% of locos POHed beyond permissible time	Total time taken in excess (in days)	Average time taken in excess in days	Reasons
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
CR	Bhusawal (ELWS)	Note 1	111	1	110	25.0	Note 1	121	1	120	35.6	Note 1	117	15	102	34.1	349	17	332	95%	10500	32	-
ER	Kanchrapara (ELWS)	Note 2	97	38	59	14.3	Note 2	101	31	70	9.2	Note 2	97	44	53	8.1	295	113	182	62%	1916	11	NMA
NR	Lucknow (ELWS)	30	13	2	11	24.5	30	26	17	9	7.9	30	14	11	3	9.0	53	30	23	43%	367	16	-
SR	Perambur (ELWS)	30	60	41	19	13.0	30	62	42	20	15.0	30	59	43	16	14.0	181	126	55	30%	771	14	Note 5
SER	Kharagpur (ELWS)	Note 3	58	36	22	5.1	Note 3	66	35	31	4.7	Note 3	61	20	41	6.6	185	91	94	51%	526	6	-
WR	Dahod (ELWS)	30	2	0	2	22.5	30	9	0	9	21.0	30	10	4	6	9.8	21	4	17	81%	293	17	Note 6
IR	Six ELWSs	0	341	118	223	19.1	0	385	126	259	21.7	0	358	137	221	20.3	1084	381	703	65%	14374	20	0
Note 1: Conventional POH - 30 days, AC/DC POH - 35 days, 3-Phase POH - 50 days, Conventional POH+RC - 45 days																							
Note 2: Conventional POH - 30 days, AC/DC POH - 35 days and 3-Phase Locos POH - 50 days.																							
Note 3: 24 working Days for Coaching Loco and 30 working days for Goods Loco.																							
Note 4: Non-availability of material, heavy repairs viz. change of Engine Block/Crank Shaft/wheel set etc.; non-availability of site due to modernization work in the workshop.																							
Note 5: Due to waiting of locos for want of berthing space, major sub assemblies and modifications in locos as requested by customer sheds.																							
Note 6: Material for POH was arranged from other shed/shops causing delays; Locos have been converted into TAOCHI for which work was carried out by shop; Two accidental locos involving heavy fabrication, body repair, camber rectification work etc.																							

Annexure 1.6 B (Para 1.17 a)												
Statement showing detention of locos in exchange yard awaiting entry into workshop for POH												
ZRs	Name of Workshop (Diesel Loco Workshop (DLWS) and Electric Loco Workshop (ELWS))	Type of Workshop	2014-15		2015-16		2016-17		Total 2014-17			
			No. of locos detained in yard for more than a day	Average time of detention in yard (days)	No. of locos detained in yard for more than a day	Average time of detention in yard (days)	No. of locos detained in yard for more than a day	Average time of detention in yard (days)	Total locos POHed	No. of locos detained in yard for more than a day	Percentage of detention to locos POHed	Average pre-POH detention in yards (No. of days)
1	2	3	4	5	6	7	8	9	10	11	12	13
CR	PL/DLWS	Diesel	0	0	44	6.7	13	1.7	185	57	31%	2.8
ER	JMP/DLWS	Diesel	20	3	21	8.0	23	4.0	148	64	43%	5.0
NR	LKP/DLWS	Diesel	16	6.9	40	8.5	44	8.9	120	100	83%	8.1
NWR	AII/DLWS	Diesel	6	3.5	8	12.1	8	6.8	79	22	28%	7.5
SR	GOC/DLWS	Diesel	NMA	NMA	14	3.0	49	6.0	170	63	37%	3.0
Total	Five DLWSs	Diesel	42	3.3	127	7.7	137	5.5	702	306	44%	5.3
ER	KPA/ELWS	Electric	29	6.2	16	2.4	12	2.1	295	57	19%	4
NR	LKO/ELWS	Electric	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA
SR	PER/ELWS	Electric	NMA	NMA	8	4	4	2	181	12	7%	2
Total	Two ELWSs	Electric	29	6.2	24	3.2	16	2.0	476	69	14%	2.8
No loco was detained prior to POH in the exchange yards of KGP/DLWS/SER; BSL/ELWS/CR; KGP/ELWS/SER and DHD/ELWS/WR.												
Statement showing detention of locos in exchange yard/workshop after POH for despatch												
1	2	3	4	5	6	7	8	9	10	11	12	13
CR	PL/DLWS	Diesel	35	1.8	15	1.1	21	1.8	185	71	38%	1.6
ER	JMP/DLWS	Diesel	1	17.0	15	18.9	9	9.1	148	25	17%	15.0
NWR	AII/DLWS	Diesel	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA	NMA
SR	GOC/DLWS	Diesel	80	5.0	81	7.0	87	8.0	250	248	99%	6.7
Total	Four DLWSs	Diesel	116	7.9	111	9.0	117	6.3	583	344	59%	7.7
ER	KPA/ELWS	Electric	7	7.0	2	2.0	11	12.1	295	20	7%	7.0
SR	PER/ELWS	Electric	NMA	NMA	5	3.0	1	2.0	181	6	3%	1.7
Total	Two ELWSs	Electric	7	7.0	7	2.5	12	7.0	476	26	5%	4.3
No loco was detained post POH in the exchange yards of LKO/DLWS/NR; KGP/DLWS/SER; BSL/ELWS/CR; LKO/DLWS/NR; KGP/ELWS/SER and DHD/ELWS/WR.												
NMA: Not Made Available.												

Annexure 1.7 A (Para 1.18 a)						
Statement showing Unscheduled repairs of Diesel Locos during 2012-17						
ZRs	Year	Name of the Diesel Loco Shed (DLS)	Total no. of locos under taken unscheduled repairs		Time taken in unscheduled repairs (in days)	Reasons for unscheduled repairs
			Home Railway	Foreign Railway		
1	2	3	4	5	6	7
CR	2012-13	KYN	0	0	0	0
CR	2013-14	KYN	0	0	0	0
CR	2014-15	KYN	9	0	NMA	EMF piece cracked/Water Leakage/ Tube cracked
CR	2015-16	KYN	29	0	NMA	
CR	2016-17	KYN	14	0	NMA	
CR	Total	KYN	52	0	0	
ER	2012-13	*Andal*	157	0	2004	Material Failure-92, Crew-6, Misc-59
ER	2013-14	*Andal*	137	0	630	Material Failure-84, Crew-8, Misc-45
ER	2014-15	*Andal*	111	0	1988	Material Failure-86, Crew-1, Misc-24
ER	2015-16	*Andal*	134	0	1161	Material Failure-90, Crew-9, Misc-35
ER	2016-17	*Andal*	124	0	1466	Material Failure-98, Crew-4, Misc-22
ER	Total	*Andal*	663	0	7249	*Andal*
ECR	2012-13	SPJ	NMA	NMA	NMA	NMA
ECR	2013-14	SPJ	NMA	NMA	NMA	NMA
ECR	2014-15	SPJ	38	0	602	Technical glitch, failure of equipments, etc.
ECR	2015-16	SPJ	27	0	796	
ECR	2016-17	SPJ	47	0	583	
ECR	Total	SPJ	112	0	1981	
ECoR	2012-13	VSKP	69	180	421	Water Level Problem ,Lube Oil Leaking, Fuel Oil Leaking etc.
ECoR	2013-14	VSKP	70	226	558	
ECoR	2014-15	VSKP	84	186	601	
ECoR	2015-16	VSKP	71	183	462	
ECoR	2016-17	VSKP	70	155	430	
ECoR	Total	VSKP	364	930	2472	
NR	2012-13	LKO	NMA	NMA	NMA	NMA
NR	2013-14	LKO	NMA	NMA	NMA	NMA
NR	2014-15	LKO	NMA	NMA	NMA	NMA
NR	2015-16	LKO	NMA	NMA	NMA	NMA
NR	2016-17	LKO	NMA	NMA	NMA	NMA
NR	Total	LKO	NMA	NMA	NMA	NMA
NCR	2012-13	JHS	0	176	212	Over due schedule, water leakage from expansion tank, Expressor loading/ unloading copper pipe broken, accident account, etc.
NCR	2013-14	JHS	0	147	173	
NCR	2014-15	JHS	0	81	361	
NCR	2015-16	JHS	0	217	336	
NCR	2016-17	JHS	0	222	286	
NCR	Total	JHS	0	843	1368	
NER	2012-13	Gonda	601	166	NMA	NMA
NER	2013-14	Gonda	495	196	NMA	NMA
NER	2014-15	Gonda	492	218	NMA	NMA
NER	2015-16	Gonda	478	189	NMA	NMA
NER	2016-17	Gonda	528	115	NMA	NMA
NER	Total	Gonda	2594	884	NMA	NMA

Annexure 1.7 A (Para 1.18 a)						
Statement showing Unscheduled repairs of Diesel Locos during 2012-17						
ZRs	Year	Name of the Diesel Loco Shed (DLS)	Total no. of locos under taken unscheduled repairs		Time taken in unscheduled repairs (in days)	Reasons for unscheduled repairs
			Home Railway	Foreign Railway		
NFR	2012-13	NGC	142	159	397	Lube oil leakage, fuel dilution, pitting mark on wheel, drop down of RTMB belt, R-1- 8 series cylinder head and FIP support changed due to rockor broken, nozzle sleeve crack, cam roller broken, unusual sound, cam lob wornout fuel roller broken. L-1, 2, 3, 4, 5, 7 & 8 cylinder liner FIP support and head changed due to liner crack, liner top landing water leakage, crack in nozzle sleeve etc.
NFR	2013-14	NGC	181	129	440	
NFR	2014-15	NGC	339	69	629	
NFR	2015-16	NGC	383	150	787	
NFR	2016-17	NGC	230	123	896	
NFR	Total	NGC	1275	630	3149	Total
NWR	2012-13	ABR	8	150	930	Defect in Banzo belt, Inter cooler tube, pipe uncoupled, Engine shut down trouble etc.
NWR	2013-14	ABR	0	239	887	
NWR	2014-15	ABR	0	237	1012	
NWR	2015-16	ABR	0	204	524	
NWR	2016-17	ABR	0	278	732	
NWR	Total	ABR	8	1108	4085	Total
SR	2012-13	ED	85	0	816	For various kinds of attention like traction motor, cam bush, fuel tank, cam gear etc.
SR	2013-14	ED	86	0	727	
SR	2014-15	ED	100	0	633	
SR	2015-16	ED	130	0	1077	
SR	2016-17	ED	93	0	798	
SR	Total	ED	494	0	4051	Total
SCR	2012-13	GY	0	0	0	0
SCR	2013-14	GY	0	0	0	0
SCR	2014-15	GY	2	20	44	Wheel turning, Fuel Leakage, Cab modification, Air Brake failure, GR tripping load meter not working etc.
SCR	2015-16	GY	23	67	180	R4 cam burst, AGFB tripping, Air Brake failure, Downloading event Recorder, Lube oil leakage, BP dropping etc.,
SCR	2016-17	GY	9	48	114	Wheel skidding, MR safety valve continuously blocking, P4 brake in contractor burnt, Fuel leakage from secondary filter etc.
SCR	Total	GY	34	135	338	Total
SER	2012-13	KGP	42	15	92	Various defects in locos viz. water pump defective, air compressor oil throwing, gear case body bend condition, no.1 EMF crack etc.
SER	2013-14	KGP	44	5	71	
SER	2014-15	KGP	36	5	62	
SER	2015-16	KGP	18	6	39	
SER	2016-17	KGP	28	8	57	
SER	Total	KGP	168	39	321	Total
SECR	2012-13	R	294	233	953	Water pump leaking, Piston Skirt broken, Break in test, Load box, All parameter checking, Prepriming, start, Cooler housing fittment, Compressor alignment etc.
SECR	2013-14	R	220	123	662	
SECR	2014-15	R	270	135	607	
SECR	2015-16	R	261	149	754	
SECR	2016-17	R	235	128	746	
SECR	Total	R	1280	768	3722	Total

Annexure 1.7 A (Para 1.18 a)						
Statement showing Unscheduled repairs of Diesel Locos during 2012-17						
ZRs	Year	Name of the Diesel Loco Shed (DLS)	Total no. of locos under taken unscheduled repairs		Time taken in unscheduled repairs (in days)	Reasons for unscheduled repairs
			Home Railway	Foreign Railway		
SWR	2012-13	KJM	103	93	468	Damages to Water riser pipe, Display system, Air brake controller, Lube oil leakage, Leakage in radiator, Slippage of wheels, Speed sensor, Gear case etc.
SWR	2013-14	KJM	107	96	620	
SWR	2014-15	KJM	185	91	1465	
SWR	2015-16	KJM	199	98	781	
SWR	2016-17	KJM	150	115	722	
SWR	Total	KJM	744	493	4056	Total
WCR	2012-13	NKJ	0	0	0	0
WCR	2013-14	NKJ	0	0	0	0
WCR	2014-15	NKJ	285	726	1011	Cattle run over, less fuel, less water, wrong messaging. Loco coming to shed in unscheduled way, etc.
WCR	2015-16	NKJ	425	754	1179	
WCR	2016-17	NKJ	270	523	793	
WCR	Total	NKJ	980	2003	2983	
WR	2012-13	SBI	0	142	200	1) Breaking of BP angle cock, LP suction valve copper gasket. 2) Leakage in Power Assembly water inlet tube. 3) Defective BPCO, SV card, Circuit Breaker, HP suction valve. 4) Blown off Traction alternate fuses and 18 diodes. 5) Leaking Gear case.6) Burning of FCS-2 Contractor, Flasher Light Interlock, REST-1 & 2 Resistor.
WR	2013-14	SBI	0	85	107	1)Breaking of BP angle cock, LP suction valve copper gasket. 2) Leakage in Power Assembly water inlet tube. 3) Defective BPCO, SV card, Circuit Breaker, HP suction valve. 4) Blown off Traction alternate fuses and 18 diodes. 5) Leaking Gear case. 6) Burning of FCS-2 Contractor, Flasher Light Interlock, REST-1 & 2 Resistor.
WR	2014-15	SBI	0	61	104	
WR	2015-16	SBI	284	58	1343	
WR	2016-17	SBI	259	40	1448	
WR	Total	SBI	543	386	3202	
All ZRs	2012-13	16 DLSs	1501	1314	6493	Total
All ZRs	2013-14	16 DLSs	1340	1246	4875	Total
All ZRs	2014-15	16 DLSs	1951	1829	9119	Total
All ZRs	2015-16	16 DLSs	2462	2075	9419	Total
All ZRs	2016-17	16 DLSs	2057	1755	9071	Total
All ZRs	2012-17	16 DLSs	9311	8219	38977	Total
Total Home and Foreign			17530		Total	Total
Average ineffective days for unscheduled repairs					2.22	*Note*
<p>*Andal*: Since the time taken was available for lesser No. of locos, i.e., 2012-13: 536 (in r/o 42 out of 157 locos); 2013-14: 575 (in r/o 125 out of 137 locos); 2014-15: 1433 (in r/o 80 out of 111 locos); 2015-16: 875 (in r/o 101 out of 134 locos); 2016-17 : 1017 (in r/o 86 out of 124 locos), thus the total time taken in unschedule repairs of all the locos has been calculated on average basis arrived as: {(total time taken/no. of locos for which total time taken were available)*Total no. of locos under taken unscheduled repairs}</p>						
<p>*Note*: Average ineffective days of diesel locos on account of unscheduled repairs in days has been assessed for those locos for which "Time taken in unschedule repairs" was made available to Audit. Hence, wherever, NMA has been mentioned, the same locos were excluded {KYN/CR (52 locos) + GD/NER (3478 (2594 + 884) locos)} during 2012-17) while assessing the average time taken in unschedule repairs.</p>						

NMA: Not Made Available.

Annexure 1.7 B (Para 1.18 a)						
Statement showing unscheduled repairs of electric locos during 2012-17						
ZRs	Year	Name of Electric Loco Shed (ELS)	Total No. of locos under taken unscheduled repairs		Time taken in unschedule Repair (in days)	Reasons for unscheduled repairs
			Home Railway	Foreign Railway		
1	2	3	4	5	6	7
CR	2012-13	BSL	90	321	822	Heavy repairs work.
CR	2013-14	BSL	85	315	800	
CR	2014-15	BSL	81	351	864	
CR	2015-16	BSL	75	313	776	
CR	2016-17	BSL	74	224	596	
CR	Total	BSL	405	1524	3858	Total
ER	2012-13	ASN	240	584	909	Equipment Failure, Material Failure, etc.
ER	2013-14	ASN	152	638	1053	
ER	2014-15	ASN	138	559	1098	
ER	2015-16	ASN	191	308	900	
ER	2016-17	ASN	147	216	693	
ER	Total	ASN	868	2305	4653	Total
ECR	2012-13	MGS	NMA	NMA	NMA	NMA
ECR	2013-14	MGS	NMA	NMA	NMA	NMA
ECR	2014-15	MGS	180	NMA	397	Malfunctioning of equipments of locos.
ECR	2015-16	MGS	227	282	1271	
ECR	2016-17	MGS	234	256	971	
ECR	Total	MGS	641	538	2639	
ECoR	2012-13	ANGL	191	69	666	Wheel skidding,TFP drain plug oil leakage & broken, MU,SIV, DJ trip , blower fault, Both CTF & reverser operates automatically QOP-1 dropping , CCPT was melted repeatedly after taking one notch in loco, TM-2 arc horn flashed, LSRSI continuously glowing, QLM dropped. TFP oil spalshed, CHBA not working, PT2, QLM dropped, GR oil splashed and smoke emission near GR, MVSI, MVMT, air leakage, etc.
ECoR	2013-14	ANGL	118	76	443	
ECoR	2014-15	ANGL	168	86	555	
ECoR	2015-16	ANGL	135	75	386	
ECoR	2016-17	ANGL	121	61	347	
ECoR	Total	ANGL	733	367	2397	Total
NR	2012-13	LDH	316	98	609	Tripping, failure, breakage of different parts etc.
NR	2013-14	LDH	389	15	583	
NR	2014-15	LDH	330	43	583	
NR	2015-16	LDH	286	50	583	
NR	2016-17	LDH	399	59	1706	
NR	Total	LDH	1720	265	4064	Total
NCR	2012-13	CNB	484	438	1398	GR trouble, SIV internal and external fault, Hand brake not working, VCD problems, TF oil leakage, MPCS problems, SPM not working, etc.
NCR	2013-14	CNB	495	414	1256	
NCR	2014-15	CNB	431	262	1168	
NCR	2015-16	CNB	345	182	995	
NCR	2016-17	CNB	263	183	924	
NCR	Total	CNB	2018	1479	5741	Total
SR	2012-13	ED	94	25	392	Loco came as dead and repairs to various items like SIV, SPM, TFP, PT1 etc.
SR	2013-14	ED	73	61	398	
SR	2014-15	ED	120	78	617	
SR	2015-16	ED	73	68	437	
SR	2016-17	ED	56	57	327	
SR	Total	ED	416	289	2171	Total

Annexure 1.7 B (Para 1.18 a)						
Statement showing unscheduled repairs of electric locos during 2012-17						
ZRs	Year	Name of Electric Loco Shed (ELS)	Total No. of locos under taken unscheduled repairs		Time taken in unschedule Repair (in days)	Reasons for unscheduled repairs
			Home Railway	Foreign Railway		
1	2	3	4	5	6	7
SCR	2012-13	BZA	264	0	528	Air Cooler air leakage, LP expired, BL2 Box bottom cable burnt, TM2 Arm power coil earthed and burnt, Oil leakage from radiator, CCPT melting TM4 Arc horns flashed etc.
SCR	2013-14	BZA	246	0	492	Cab1 A9 heavy air leaking, QLM along dropped, CCPT melting, TM1 PE bearing seized, GR struck up on notches, SIV tripping frequently, TM1 axle cap MSU bolt broken etc.
SCR	2014-15	BZA	208	0	416	TM2 armeture earthend, A-34 insulator broken, DJ tripped with QSIT, VCB air leaking, ICDJ & 6kg feed valve air leaking, C118 and R118 cable burnt, DBR bottom leaking + PT2 damaged etc.
SCR	2015-16	BZA	147	51	524	MVRH earthed requiring charging. Through SA9 brakes not releasing, SIV tripped, DJ tripped not picking up, wheels having scrach marks, PT1 damaged, GR oil nil, GR striking between notches etc.
SCR	2016-17	BZA	129	36	533	VCB tripped, SIV & DJ tripped, GR struck up on notches, Low voltage in BA, G/C cadmium compound leakage, QLM dropped, Eg-2 crack in between AB-8 and 10 etc.,
SCR	Total	BZA	994	87	2493	Total
SER	2012-13	TATA	NMA	NMA	NMA	NMA
SER	2013-14	TATA	500	40	1078	Defects in Traction Motor, TFP, RELAY, SMGR, etc.
SER	2014-15	TATA	490	11	1251	
SER	2015-16	TATA	515	58	1342	
SER	2016-17	TATA	454	195	1137	
SER	Total	TATA	1959	304	4808	
SECR	2012-13	BIA	468	223	1050	HMCS, Traction Bogie isolated, Main power off, Block-1 & 2 Isolated, VCD isolated, Harmonic filter isolated, HQOP/HOBA OFF, SIV Internal/External fault, BA voltage low, All wheel scratch mark, Bogie-2 vertical spring broken from base, CHBA not working, Brake power poor, MVSL-2 AB/SOUND, Pantograh broken, SB Oil leakage, MVMT-2 empellor blade broken, SMGR trouble, ARNO open ckt, SR oil leakage, TFP oil leakage, W/No-9 eq. beam cutter pin broken & shifted, TM isolated, Disturbance in converter, Pipe line crack, MVMT -1 smoke emission, Aux. conv - 1+2 isolated, Relay defective, CTF/Reverser defective. MPCs trouble, TM smoke emission, Machine room blower not working, Motor Temp. Sensor faulti, MCPA burnt, MCB 55.1/1 trip, etc.
SECR	2013-14	BIA	476	152	685	
SECR	2014-15	BIA	566	79	819	
SECR	2015-16	BIA	553	64	882	
SECR	2016-17	BIA	422	38	584	
SECR	Total	BIA	2485	556	4021	Total
WCR	2012-13	ET	183	35	458	Problems in Electric/ Mechanical parts & wheels which need loco lifting.
WCR	2013-14	ET	178	58	455	
WCR	2014-15	ET	266	29	647	
WCR	2015-16	ET	212	53	644	
WCR	2016-17	ET	215	30	750	
WCR	Total	ET	1054	205	2954	Total
WR	2012-13	BL	0	0	0	Faulty SI unit rectifier; Isolate RSI-1 & TM-1; VCB horizontal insulator broken; Defective MPS; Auto D/valve air leakage; SIV internal fault; Broken MVMT-1 blades, etc.
WR	2013-14	BL	72	66	164	
WR	2014-15	BL	153	78	179	
WR	2015-16	BL	100	128	247	
WR	2016-17	BL	204	65	330	
WR	Total	BL	529	337	920	Total
All	2012-13	12 ELSs	2330	1793	6832	Total
All	2013-14	12 ELSs	2784	1835	7407	Total
All	2014-15	12 ELSs	3131	1576	8594	Total
All	2015-16	12 ELSs	2859	1632	8987	Total
All	2016-17	12 ELSs	2718	1420	8898	Total
All	2012-17	12 ELSs	13822	8256	40719	Total
Total Home and Foreign Diesel Locos undertaken unscheduled repairs			22078		-	Total
Average ineffective days of electric locos on account of unscheduled repairs in days					1.84	Total
NMA: Not Made Available.						

Annexure 1.8 (Para 1.18 b)														
Statement showing loco failures within 180 days of POH during 2012-17														
ZRs	Name of Workshop (Diesel Loco Workshop (DLWS) /(Electric Loco Workshop (ELWS))	2012-13		2013-14		2014-15		2015-16		2016-17		Total 2012-17		
		Total No. of locos POHed	No. of locos failed within 180 days of POH	Total No. of locos POHed	No. of locos failed within 180 days of POH	Total No. of locos POHed	No. of locos failed within 180 days of POH	Total No. of locos POHed	No. of locos failed within 180 days of POH	Total No. of locos POHed	No. of locos failed within 180 days of POH	Total No. of locos POHed	No. of locos failed within 180 days of POH	percentage of failures
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CR	PL/DLWS	66	13	70	15	71	9	66	5	48	14	321	56	17%
ER	JMP/DLWS	59	32	63	34	49	32	48	26	53	31	272	155	57%
NR	LKO/DLWS	22	8	20	11	26	12	45	17	49	14	162	62	38%
NWR	AII/DLWS	9	NMA	34	23	28	15	25	14	26	10	122	62	51%
SR	GOC/DLWS	101	30	111	26	80	21	81	20	89	14	462	111	24%
SER	GKGP/DLWS	77	28	87	46	64	50	75	49	73	22	376	195	52%
IR	Six DLWSs	334	111	385	155	318	139	340	131	338	105	1715	641	37%
CR	BSL/ELWS	105	28	101	11	104	16	113	12	112	19	535	86	16%
ER	KPA/ELWS	56	18	60	33	97	50	101	25	97	25	411	151	37%
NR	LKO/ELWS	19	13	10	6	13	5	26	4	14	1	82	29	35%
SR	PER/ELWS	57	NMA	58	NMA	60	0	62	0	59	0	296	0	0
SER	KGP/ELWS	57	6	56	3	58	7	66	3	61	3	298	22	7%
WR	DHD/ELWS	4	0	0	0	2	1	9	3	10	1	25	5	20%
IR	Six ELWSs	298	65	285	53	334	79	377	47	353	49	1647	293	18%
NMA: Not Made Available														

Annexure 2.1 (Para 2.2)			
Number of trains operated with 18 coaches or more per rake and running at a maximum speed of ≥ 100 kmph as on March 2018			
Zonal Railway	Total number of rakes with conventional coaches	LHB rakes	No. of conventional rakes with 18 or more coaches running with maximum speed of ≥ 100 kmph
CR	141	29	55
ER	137	24	100
ECR	171	16	0
ECoR	90	15	38
NR	245	65	36
NCR	73	5	14
NWR	135	6	44
NER	125	4	45
NFR	141	7	56
SR	201	16	114
SWR	66	12	49
SER	129	18	84
SECR	41	6	22
SCR	224	8	120
WR	116	20	95
WCR	82	1	31
Total	2117	252	903

Annexure 2.2 (Para 2.3)								
Analysis of production of coaches during the last five years								
Production units	Original plan of production		Changes in production plan during the year		Final production Plan		Actual production	
	Conventional	LHB	Conventional	LHB	Conventional	LHB	Conventional	LHB
ICF								
2013-14	1548	50	1537	50	1612	50	1597	25
2014-15	1565	67	1905	100	1629	67	1639	65
2015-16	1508	285	1812	238	1668	285	1775	230
2016-17	1580	420	1871	458	1700	478	1877	400
2017-18	1547	430	1623	847	1606	858	1713	790
Total	7748	1252	8748	1693	8215	1738	8601	1510
RCF								
2013-14	0	0	0	0	1184	395	1162	389
2014-15	0	0	0	0	1202	391	1130	350
2015-16	1132	463	0	0	1149	463	1077	526
2016-17	1165	460	894	594	894	615	918	571
2017-18	1015	575	599	836	598	762	592	659
Total	3312	1498	1493	1430	5027	2626	4879	2495
MCF								
2013-14	0	150	0	150	0	150	0	130
2014-15	0	300	0	200	0	160	0	140
2015-16	0	600	0	500	0	500	0	285
2016-17	0	750	0	625	0	615	0	576
2017-18	0	1000	0	734	0	710	0	711
Total	0	2800	0	2209	0	2135	0	1842
GT	11060	5550	10241	5332	13242	6499	13480	5847
2013-14					2796	595	2759	544
2014-15					2831	618	2769	555
2015-16					2817	1248	2852	1041
2016-17					2594	1708	2795	1547
2017-18					2204	2330	2305	2160

Annexure 2.3 (Para 2.3.2)						
Conversion of conventional rakes into LHB rakes						
Zonal Railway	Year	Total number of rakes with LHB coaches as on 1 April of the year	Total number of rakes with conventional coaches as on 1 April of the year	Planned for conversion into LHB rakes during the year	Actually converted into LHB rakes during the year	Reasons for non-conversion, if any.
CR	2014-15	4	159	4	4	NA
	2015-16	5	160	1	1	Not applicable
	2016-17	27	144	22	22	Not applicable
	2017-18	29	141	2	2	Not applicable
	Total				25	
ER	2014-15	13	145	33	0	Non-availability of full complement of LHB coaches; non-availability of CRS sanction of some types of LHB coaches.
	2015-16	13	151	0	1	
	2016-17	13	150	42	5	
	2017-18	19	146	0	5	
	Total				11	
ECR	2014-15	6	163		0	*New train having no. 82355/82356 & 15563/15564 introduced with LHB coaches on 09.08.2015 and 08.10.2017 respectively.
	2015-16	6	166		4	
	2016-17	11	162		6	
	2017-18	17	156		1	
	Total				11	
ECoR	2014-15	NMA	NMA	1	1	Operating Department stated that, "ICF rakes will be replaced according to the directives & allotment from Railway Board. The policy decision to switch over from ICF to LHB coaches lies within the jurisdiction of Railway Board. Further, there is no standing instruction to convert ICF coaches to LHB coaches"
	2015-16	Not made available	Not made available	0	0	
	2016-17	Not made available	Not made available	5	0	
	2017-18	14	90	4	1	Non receipt of coaches from Production Unit. Three rakes have been converted on 12.04.2018, 22.4.2018 and 28.06.2018)
	Total				1	
NR	2014-15	30	280		0	
	2015-16	41	275		5	
	2016-17	51	267	16	5	
	2017-18	54	256		8	
	Total				18	

Annexure 2.3 (Para 2.3.2)						
Conversion of conventional rakes into LHB rakes						
Zonal Railway	Year	Total number of rakes with LHB coaches as on 1 April of the year	Total number of rakes with conventional coaches as on 1 April of the year	Planned for conversion into LHB rakes during the year	Actually converted into LHB rakes during the year	Reasons for non-conversion, if any.
NCR	2014-15	1	76	0	0	Against planned for conversion into 02 LHB rakes, one rake was converted during 2017-18 & remaining one rake was converted in July 2018. Hence position of actually conversion done into LHB rake during 2017-18 was shown one rake.
	2015-16	1	78	0	0	
	2016-17	1	77	2	2	
	2017-18	3	78	2	1	
	Total				3	
NWR	2014-15	4	127	0	0	--
	2015-16	4	130	0	0	--
	2016-17	4	130	0	0	--
	2017-18	5	134	0	0	--
	Total				0	
NER	2014-15	0	128	0	0	Due to non-allotment of rakes
	2015-16	3	125	3	3	
	2016-17	4	124	1	1	
	2017-18	4	125	0	0	
	Total				4	
NFR	2014-15	3	117	0	0	Non availability of LHB coaches short receipt of LHB coaches
	2015-16	3	130	0	0	
	2016-17	4	131	0	0	
	2017-18	7	141	9	3	
	Total				3	
SR	2014-15	1	190	1	1	-
	2015-16	8	204	2	2	-
	2016-17	14	198	3	5	-
	2017-18	16	201	9	1	-
	Total				9	
SWR	2014-15	5	62	0	0	-
	2015-16	5	62	5	0	-
	2016-17	9	63	8	3	-
	2017-18	12	63	12	0	-
	Total				3	

Annexure 2.3 (Para 2.3.2)						
Conversion of conventional rakes into LHB rakes						
Zonal Railway	Year	Total number of rakes with LHB coaches as on 1 April of the year	Total number of rakes with conventional coaches as on 1 April of the year	Planned for conversion into LHB rakes during the year	Actually converted into LHB rakes during the year	Reasons for non-conversion, if any.
SER	2014-15	4	160	0	0	Not applicable
	2015-16	5	159	0	0	Not applicable
	2016-17	11	160	2	2	Not applicable
	2017-18	15	147	6	2	Delay in conversion for want of stock
	Total				4	
SECR	2014-15	NIL	43	0	0	
	2015-16	NIL	42	0	0	
	2016-17	3	43	0	0	
	2017-18	7	41	7	2	2 Rakes were provided by Rly Board
	Total				2	
SCR	2014-15	2	224	0	0	
	2015-16	3	226	0	0	
	2016-17	6	232	0	0	Conversion done based on allotment received from Rly Board
	2017-18	11	224	5	5	
	Total				5	
WR	2014-15	10	114	0	0	NA
	2015-16	10	114	1	0	Due to non-receipt of required coaches
	2016-17	10	114	1	1	---
	2017-18	14	113	12	8	---
	Total				9	
WCR	2014-15	01*	73	0	0	Requisition was not sent to RB.
	2015-16	1	73	0	0	
	2016-17	0	77	0	0	
	2017-18	1	82	13	1	Only rake allotted by RB.
	Total				1	
Total	2014-15			39	6	
	2015-16			12	16	
	2016-17			102	52	
	2017-18			81	40	
	Grand total			234	114	

Annexure 2.3 a (Para 2.3.2)		
List of important trains running with conventional coaches		
Railway	Train no.	Name
Zonal Railway	Train number	Train name
ECR	12565/66	Dharbhanga - New Delhi Sampark Kranti Express
	12545/46	Raxaul - Lokmanya Tilak Terminus Karmbhumi Express
	12521/22	Barauni - Ernakulam Rapti Sagar Express
	12391/92	Rajgir - New Delhi Shramjivi Express
	13237/38	Patna - Kota Express
	13202/02	Lokmanya Tilak Terminus - Rajendra Nagar express
ECoR	12074	BBS JAN SHATABDI EXP
	12281	Bhubaneswar Duronto Express
	22805	BBS ANVT SUP EXP
	22882	BBS PUNE EXP
	22871	BBS TPTY WEEKLY EXP
	22879	BBS TPTY SUP EXP
	12819	Orissa Sampark Kranti
	12880	BBS LTT EXP
	18463	PRASANTI EXP
	12880	BBS LTT EXP
	22879	BBS TPTY SUP EXP
	12832	BKSC GARIB RATH
	12892	Bhubaneswar-Bangriposi Superfast Express
	12893	Bhubaneswar-Balangir Express
	12898	Bhubaneswar Pondicherry Express
	18496	BBS RMM EXPRESS
	18447	HIRAKHAND EXP
	18437	BBS BWIP LINK EXP
	22890	PURI DIGHA EXP
	18449	B NATH DHAM EXP
	12896	PURI HWH EXP
	22866	PURI LTT SF EXP
	18407	PURI SNSI EXP
	18473	PURI JU EXPRESS
	12815	Neelanchal Express
	12843	Puri-Ahmedabad Express
	18401	PURI OKHA EXP
	22836	PURI SHM SF EXP
	18421	PURI AJMER EXP
	12881	PURI HWH G RATH
	22883	PURI YPR GARIB RATH
	18410	SRI JAGANNATH EXP
	18414	PURI PRDP
	18425	PURI DURG EXP
	18452	TAPASWINI EXP
	18477	Utkal Express
	12805	Janmbhumi Express
	18507	VSKP ASR HKG EXP
	18501	VSKP GIMB EXP
	18507	VSKP ASR HKG EXP
	20811	VSKP NANDED
	22819	BBS VSKP INTERCITY EXP
	18512	VSKP KPRU
	18518	VSKP KRBA EXP
	18503	VSKP SNSI EXP
	22869	VSKP MAS SF EXP
	20816	VSKP TATA
	18567	VSKP QLN EXP
	18573	VSKP BGKT EXP
	22874	VSKP DIGHA EXP
22847	VSKP LTT EXPRESS	
22801	VSKP MAS SF EXP	
22810	PRDP SF EXP	
22814	PRDP SRC EXP	
18311	SBP BSB EXPRESS	
18301	SBP RGDA EXP	
18303	SBP PURI INTERCITY	
18309	SBP JAMMU TAWII EXP	
20809	NAGAVALI	

Annexure 2.3 a (Para 2.3.2)		
List of important trains running with conventional coaches		
Railway	Train no.	Name
Zonal Railway	Train number	Train name
ER	22201	Sealdah-Puri Duronto Exp.
	12359	Kolkata-Patna Garibrath Exp.
	22309	Howrah-New Jalpaiguri AC Express
	12249	Howrah-Anand Vihar Yuva Express
	12307	Jodhpur Exp.
	12311	Kalka Mail
	12321	Mumbai Mail
	12325	Kolkata-Nangal Dam Express
	12327	Upasana Exp.
	12333	Vibhuti Exp.
	12335	Bhagalpur-Lokmanyatilak Express
	12337	Santiniketan Exp.
	12339	Coal Field Exp.
	12341	Agnee Veena Exp.
	12343	Darjeeling Mail
	12345	Saraighat Exp.
	12347	Howrah-Rampur Hat Express
	12349	Bhagalpur-New Delhi Express
	12361	Asansol-C Shivaji Maharaj Terminal Express
	12363	Kolkata-Haldibar Express
	12369	Kumbha Exp.
	12371	Howrah-Jaisalmer Express
	12373	Sealdah-Rampur Hat Express
	12383	Asansol-Sealdah Express
	13005	ASR Mail
	13007	Toofan Exp.
	13009	Doon Exp.
	13011	HWH-MLDT Intercity Exp.
	13013	BWN-RPH Exp.
	13015	HWH-BHP Kaviguru Exp.
	13017	Ganadevata Exp.
	13019	Bagh Exp.
	13021	Mithila Exp.
	13023	HWH-GYA Exp.
	13027	HWH-AZ Kaviguru Exp.
	13033	HWH-KIR Exp.
	13043	HWH-RXL Exp.
	13049	HWH-ASR Exp.
	13053	HWH-Siuri Exp.
	13063	HWH-BLGT Exp.
	13071	HWH-JMP Exp.
	13103	Bhagirathi Exp.
	13105	Balia Exp.
	13113	KOAA-Lalgola Exp.
	13117	KOAA-Lalgola Exp.
	13119	SDAH-ANVT Exp.
	13131	KOAA-PNBE Exp.
	13133	SDAH-BSB Exp.
	13137	KOAA-AMH Exp.
	13141	Teesta Torsa Exp.
	13145	Radhikapur Exp.
	13147	Uttarbanga Exp.
	13149	Kanchankanya Exp.
13151	Jammu Tawi Exp.	
13153	Gour Exp.	
13155	Mithilanchal Exp.	
13157	Tirhut Exp.	
13159	KOAA-Jogbani Exp.	
13161	KOAA-Balurghat Exp.	
13163	Hatey Bazare Exp.	
13165	KOAA-SMI Exp.	
13169	Hatey Bazare Exp.	
13167	KOAA-AGC Exp.	
13185	Gangasagar Exp	
13187	SDAH-RPH Exp.	
13401	BGP-DNR Exp.	
13403	Vananchal Exp.	
13409	MLDT-JMP Exp.	
13413	Farakka Exp.	

Annexure 2.3 a (Para 2.3.2)		
List of important trains running with conventional coaches		
Railway	Train no.	Name
Zonal Railway	Train number	Train name
	13415	MLDT-PNBE Exp.
	13417	MLDT-Digha Exp.
	13419	BGP-MFP Exp.
	13421	MLDT-NDAE Exp.
	13423	BGP-AII Exp.
	13425	MLDT-ST Exp.
	13429	MLDT-ANVT Exp.
	13465	MLDT-HWH Intercity Exp.
	13483	Farakka Exp.
	13501	ASN-HLZ Exp.
	13505	ASN-Digha Exp.
	13507	ASN-GKP Exp.
	13509	ASN-Gonda Exp.
	13511	ASN-Tata Exp.
	22321	Hool Exp.
SR	12615/12616	Grand Trunk Express(MAS-NDLS)
	12621/12622	Tamil Nadu Express(MAS-NDLS)
	16021/16022	Kaveri Express (MAS-MYS)
	12655/12656	Navajeevan Express (MAS-ADI)
	12605/12606	Pallavan Express(MAS-KKDI)
	12635/12636	Vaigai Express (MS-MDU)
	16345/16346	Netravati Express(TVC-LTT)
NER	12587/12588	Gorakhpur- Jammu Tawi; Amarnath Exp.
	15097/15098	Bhagalpur - Jammu Tawi ;Amarnath Exp.
	12511/12512	Gorakhpur- Trivendrum Central; Rapti Sagar Ex/
	12589/12590	Gorakhpur- Secunderabad Ex.
	12591/12592	Gorakhpur- yashvantpur Ex
	15047/15048	Gorakhpur- Kolkata; Purvanchal Exp.
	15049/15050	Gorakhpur- Kolkata ;Purvanchal Exp.
	15051/15052	Gorakhpur- Kolkata; Purvanchal Exp.
	15017/15018	Gorakhpur- Lokmanyatilak Exp.
	12555/12556	Gorakhpur- Hisar; Gorakhdham Exp.
	15005/15006	Gorakhpur- Dehradun Exp.
	15003/15004	Gorakhpur- Kanpur Anwarganj; Chauri Chaura Exp.
	15007/15008	Lucknow- Varanasi city; krishak Exp.
	12533/12534	Lucknow- Chatrapati Terminus; Pushpak Exp.
	15021/15022	Gorakhpur- Shalimar Exp
15029/15030	Gorakhpur- Pune Exp.	
WR	12267/68	Rajkot -Mumbai Central- Duronto Epress
	12903/04	Mumbai Central-Amritsar-Golden Temple Express
	12909/10	BDTS-NZM-GARIBRATH EXP.
	12919/20	Indore-Shmata Vd Katra (Malwa Express)
	12927/28	Vadodara Express (Mumbai-Vadodra Jn.)
	12925/26	Paschim Express (Bandra Terminus-Amritsar)
	12955/56	Mumbai-Jaipur Superfast Express
	12961/62	Mumbai-Indore-Avantika Express
	19031/32	ADI-HW- HOWRA MAIL
	19017/18	BDTS-JAM EXP.
	19116/15	BHUJ-DDR-SAYAJI EXP.
	19215/16	BCT-PBR-SUARASHTRA EXP.
	19223/24	ADI-JAT-EXPRESS
	19310/09	IND-GNC SHANTI EXP.
	22953/54	BCT-ADI-GUJRAT EXP.
22955/56	BDTS-BHUJ-KUTCH EXP.	
22945/46	BCT-OKHA EXP.	
NCR	11107/11108	Bundelkhand Express
	11123/11124	Barauni Gwalior Express
	11109/11110	Intercity Express
	12179/12180	Intercity Express
	12175/12176	Chambal Express
	12403/12404	Allahabad-Jaipur Express
	14163/14164	Sangam Express
SECR	18239- 2 rakes	Gewra Road- NGP Express
	18234 – 3 rakes	Narmada Express
	18237 – 5 rakes	Chhattisgarh Express
	18253/12854 – 2 rakes	Amarkantak Super Fast Express
	18241/18242 – 2 rakes	Ambikapur Express

Annexure 2.3 a (Para 2.3.2)		
List of important trains running with conventional coaches		
Railway	Train no.	Name
Zonal Railway	Train number	Train name
NWR	12963/64	Mewar Express (H.Nizamuddin-Udaipur)
	12981/82	Chetak Express (Delhi S. Rohilla-Udaipur)
	12987/88	Sealdah Express (Sealdah-Ajmer)
	19609/10	AJMER-HARIDWAR-AJMER EXPRESS
	19611/12	AJMER-AMRITSAR-AJMER EXPRESS
	19613/14	AJMER-AMRITSAR-AJMER EXPRESS
	12461/62	Mandore Express (Delhi-Jodhpur)
	12479/80	Surya Nagri Express (Jodhpur-Bandra Terminus)
	14853/54	VARANASI JU VARANASI MARUDHAR EXPRESS
	14863/64	VARANASI JU VARANASI MARUDHAR EXPRESS
14865/66	VARANASI JU VARANASI, MARUDHAR EXPRESS	
SCR	12760	Charminar Express (Hyderabad Decan-Chennai Central)
	12723	Telangana Express (Hyderabad-New Delhi)
	12728	Godavari Express (Hyderabad-Visakhapatnam)
	12738	Gautami Express (Lingampalli-Kakinada Port)
	12709	Simhapuri Express Gudur-Secunderabad)
	12704	Falaknuma Express (Secunderabad-Howrah)
	12734	Narayanadri Express Lingampalli-Tirupati)
	12764	Padmavathi Express (Secunderabad-Tirupati)
	12797	Venkatadri Express (Kachegua-Chitoor)
17064	Ajantha Express	
NR	12445/46	Udhampur Sampark Kranti Express
	12231/32	Lucknow-Chandigarh Express
	14257/58	Varanasi-New Delhi Kashi Vishwanath Express
SWR	12079/12080	Bengaluru-Huballi - Jan Shatabdi Express
	12607/12608	Chennai-Bengaluru - Lalbagh Express
	12609/12610	Bengaluru-Cheennai - Mysuru Express
	12627/12628	Bengaluru-New Delhi - Karnataka Express
	12629/12630	Yasvantpur-H. Nizamuddin - Sampark Kranti Express
	12657/12658	Chennai-Bengaluru - Bangalore Mail
	16517/16518	SBC-CAN-KAWR-SBC Express
	16531/16532	All-YPR-All Garib Nawaz Express
	16589/16590	SBC-KOP-SBC Rani Chennamma Express
16591/16592	UBL-MYS-UBL Hampi Express	
WCR	22192/22191	Jabalpur / Indore
	12059/12060	Kota Nizamuddin Jan Shatabdi
	16517/16518	Kannur Express
	16531/16532	Bangalore Garib Nawaj Express
	16589/16590	Rani Chennamma Express
	16591/16592	Hampi Express
	11447/11448	Jabalpur Howrah Shaktipunj
	11449/11450	Jabalpur Jammu Exp
	11464/11463	Jablpur Somnath Exp
11464/11465	Jablpur Somnath Exp	
CR	17411/17412	Mumbai Kolhapur Mahalaxmi Express
	11093/11094	Mumbai Varanasi Mahanagari Express
	11055/11056	LTT Gorakhpur Godan Express
	11057/11058	Mumbai Amritsar Express
	11301/11302	Mumbai Chennai Express
	16345/16346	LTT Thiruvananthapuram Netravati Express
	11019/11020	Mumbai Bhubaneswar Konark Express
SER	12810/12811	Howrah-C. Shivaji Maharaj Terminal - Howrah Mumbai Mail
	12841/12842	Howrah-Chennai Coromondal Express
	12877/12878	Ranchi-New Delhi Garib Rath
	22213/22214	Shalimar-Patna Durgam Express
	22887/22888	Howrah-Yasvantpur Humsafar Express
NCR	11107/11108	Bundelkhand Express
	11123/11124	Barauni Gwalior Express
	11109/11110	Intercity Express
	12179/12180	Intercity Express
	12175/12176	Chambal Express
	12403/12404	Allahabad-Jaipur Express
14163/14164	Sangam Express	

Annexure 2.4 (Para 2.4)								
Maintenance Facilities of LHB coaches at the Coaching Depots								
Zonal Railway	Total number of coaching depots in Railways	No. of Depot selected	Name of Depots	No. of depots where infrastructure facilities are adequate	Number of depots where trained manpower not available	Number of depots where spare items not being maintained properly	Number of depots where required infrastructure facilities have not been adequately proposed	Details of maintenance facilities available
1	2	3	4	5	6	7	8	9
CR	20	6	Lokmanya Tilak Terminus (LTT), Mazgaon (MZN), Manmad (MMR), Ghorpadi Coach Maintenance Complex (GCMC)/ Pune and Ajni depots.	3	0	0	2	At Mazgaon and LTT depots, the works related to maintenance of LHB coaches, though sanctioned was yet to be started. At Manmad depot, proposal for making arrangements for Shop Schedule for LHB coaches was under process. In other two depots, infrastructural facilities were available. In all the above coaching depots, trained staff and spare parts for LHB coaches were available.
ECoR	4	3	PURI (Puri), VSKP (Visakhapatnam) and SBP (Sambalpur)	2	0	0	1	There is sufficient stock of spare items (stock and non-stock) to carry out the maintenance of LHB coaches in PURI and VSKP coaching depots. It was also noticed that manpower is being trained in a phase-wise manner. SBP coaching depot does not have LHB coaches.
ECR	15	3	Rajendra Nagar coaching centre (RNCC), Gaya depot and Jaynagar depot	3	0	2	0	In these three depots, number of holding LHB coaches were 447 during 2017-18. Various works related to extension of pit lines, sick lines and enhancing the capacity of depots for maintenance of LHB coaches have been taken up in these depots. However, some other works relating to maintenance of LHB coaches were pending at various stages as on 30 th September 2018. In Rajendra Nagar Coaching Depot (RNCC), dedicated store for LHB spares had not been commissioned till 30 th September 2018. A proposal has been initiated by the coaching depot for construction of LHB store only in July 2018 and the same was under approval. Analysis of stock position of the LHB spares at these depots revealed satisfactory position in RNCC, whereas in Gaya and Jayanagar depots, position of the LHB spares in the store of the depot was not satisfactory as number of times, spares had to be brought from other depots
ER	13	4	Tikiapara Coaching Depot, Bhagalpur Coaching Depot, New Coaching Complex and Coaching Depot at Kolkata Terminal	3	0	1	1	Necessary infrastructure was available in all coaching depots, except in Bhagalpur Coaching Depot of Malda Division, where maintenance of LHB coaches was affected due to non-availability of spare items such as primary springs for Non-AC inner and outer, speed sensors, pressure switch etc. The work for augmentation of coaching infrastructure facilities for LHB coaches at Bhagalpur was sanctioned in 2017-18 with the date of completion targeted as February 2019; as of November 2018, the physical progress of the work was only 1 per cent.
NFR	11	3	Kamakhya (KYQ), New Jalpaiguri (NJP) and Dibrugarh (DBRG)	2	2	2	1	KYQ Coaching Depot was equipped with spare items required for maintenance of LHB coaches, whereas NJP Coaching Depot and Dibrugarh Coaching Depot were not equipped with spare items required for maintenance for LHB coaches. Spare items were obtained from neighboring workshops as and when required. In NJP, apart from insufficient capacity of NJP sick line, overhead crane facility was not available there which is a pre-requisite for such maintenance activity. In these two depots, there were no adequate trained staff for maintenance of LHB coaches.

Annexure 2.4 (Para 2.4)								
Maintenance Facilities of LHB coaches at the Coaching Depots								
Zonal Railway	Total number of coaching depots in Railways	No. of Depot selected	Name of Depots	No. of depots where infrastructure facilities are adequate	Number of depots where trained manpower not available	Number of depots where spare items not being maintained properly	Number of depots where required infrastructure facilities have not been adequately proposed	Details of maintenance facilities available
1	2	3	4	5	6	7	8	9
NR	13	4	Lucknow, Hazrat Nizamuddin, SVDK and Chandigarh coaching depots	1	1	1	3	In Lucknow coaching depot, no proper infrastructure has been provided for maintenance of LHB rake. Only one curved pit line is available to deal with maintenance of three LHB rakes. In SVDK depot, there was lack of important facilities/infrastructure for the maintenance of LHB coaches such as 25MT EOT crane, LHB tool kits, Trained manpower and timely availability of required items etc. In Chandigarh coaching depot, there was shortage of Under Floor Wheel lathe for eradicating the problem of shelling in wheels. Due to this coaches were being sent to ANVT Depot or wheels changed and sent to JUDW. Hazrat Nizamuddin coaching depot have sufficient infrastructure to maintain LHB coaches. Shortage of trained staff was also noticed in all the four coaching depots.
NWR	9	3	Udaipur, Sri Ganganagar and Jaipur coaching depots	0	0	0	3	Adequate technical training for smooth and efficient maintenance of LHB coaches have been imparted from time to time. However, some of the essential apparatuses and infrastructure facilities required for the proper maintenance activities of LHB coaches such as Synergic Pulse Tag Welding Plants, Welding rectifier, Room for storing cleaning equipment, Storage facility for refrigerants etc. were not available in the coaching depots
SCR	13	4	Secunderabad, Hyderabad, Tirupati and Vijayawada coaching Depots	4	4	0	0	There were shortage of skilled manpower for maintenance of LHB coaches in all the four coaching depots. However, infrastructure facilities were found sufficient to carry out maintenance of LHB coaches
SECR	3	2	Bilaspur and Durg coaching depots	0	0	0	2	Though LHB rakes were being received in these depots for maintenance, no infrastructure were developed in these depots.
SER	8	4	Tatanagar, Hatia, Adra and Santragachi coaching depots	2	0	3	1	Tatanagar was not maintaining adequate spares for maintenance of LHB coaches due to non supply of spares from General Stores Depot/KGP. Hatia was not maintaining adequate spares. Adra was not maintaining any spares for maintenance of LHB coaches as no maintenance work was done at the depot. However, Santragachi Coaching Depot was maintaining 86 Stock and 89 Non-stock spares for maintenance of LHB coaches. Training for maintenance activities of LHB coaches was provided to staff/ Supervisor on regular basis. Hatia was having sufficient infrastructure for schedule attentions. Tatanagar and Adra have not developed specific infrastructure for maintaining LHB coaches.

Annexure 2.4 (Para 2.4)								
Maintenance Facilities of LHB coaches at the Coaching Depots								
Zonal Railway	Total number of coaching depots in Railways	No. of Depot selected	Name of Depots	No. of depots where infrastructure facilities are adequate	Number of depots where trained manpower not available	Number of depots where spare items not being maintained properly	Number of depots where required infrastructure facilities have not been adequately proposed	Details of maintenance facilities available
1	2	3	4	5	6	7	8	9
SR	18	4	Basin Bridge, Coimbatore, Kochuveil and Madurai coaching depots	4	0	1	0	In respect of coaching depots at Basin Bridge, Coimbatore and Madurai, spares were available for LHB coaches which were procured locally and from ICF/RCF. In Kochuveil, stocks of spares materials were not available for LHB coaches, In all the four depots where LHB coaches are maintained, adequate staff were trained for the maintenance of LHB coaches. No deficiencies were noticed in these depots in regard to infrastructure facilities for maintenance of LHB coaches.
SWR	6	3	SBC, MYS and VSG Coaching Depots	3	0	0	0	Necessary spare items (stock and non-stock) were maintained separately for LHB Coaches. All technical staff were imparted training on induction into service
WCR	7	1	Jabalpur Depot	1	0	0	0	No discrepancies were noticed.
WR	17	3	Mumbai Central, Ahmedabad and Indore BG coaching depots	3	0	0	0	The sufficient facilities/infrastructure required for maintenance of LHB coaches in the coaching depots have been provided at all the three depots. No discrepancies were noticed.
NER	11	3	Lucknow, Manduadeeh, Gorakhpur	3	0	0	0	As per Maintenance Manual of LHB coaches, 16 Tools & Plants (T&P) are required. In Lucknow depot, four T & P such as Phosphating plants is not available at any of the selected depot. While CO2 welding plants, Pneumatic hand girders, Component Painting unit are not available at two selected depots.
NCR	8	3	Allahabad, Agra and Gwalior coaching depots	0	0	2	0	All infrastructural facilities/M&P/Spare stock items/trained staff, which are required as per maintenance manual of LHB coaches were not available in the depots. Important items such as Brush Banister, Passenger emergency valve, Sunmica sheet, etc. required for the maintenance of LHB coaches were not available in Allahabad depot. In respect to Agra and Gwalior depot, stock items required for maintenance of LHB coaches were not available
Total	176	53		34	7	12	14	