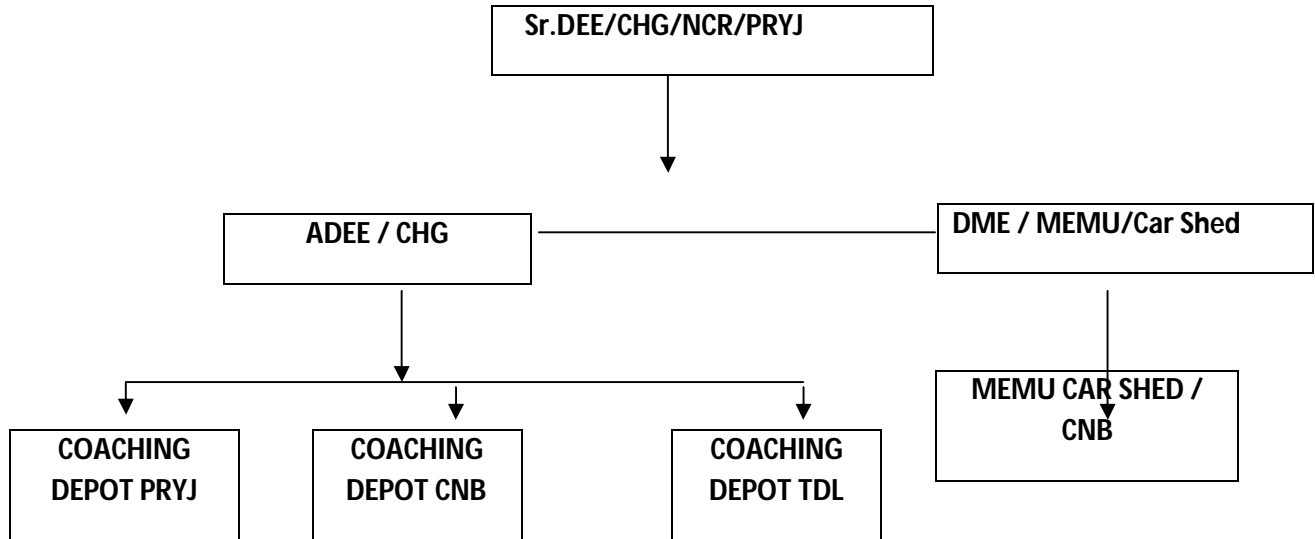


# ELECTRICAL COACHING ORGANIZATION CHART



Department of Electrical (Coaching) has come into existence w.e.f. 17.09.2010 in PRYJ division to monitor and control the performance of the coaching services of entire division. Sr. DEE (Coaching) with assistance of an ADEE (coaching) is looking after the operation and performance of division. At present PRYJ division has three coaching depots, two major depots at PRYJ and CNB and one minor depot at TDL. Collectively these depots primarily maintain 246 AC coaches, 32 Power Cars, 382 TL coaches of 30 different rakes and about 10 rakes of MEMU over the division. Also, secondary maintenance of 24 AC coaches and 147 TL coaches is also performed.

**Man Power Position (TL-AC & MEMU)**

| Category         | TL & ACC   |            |            | MEMU       |           |           | TOTAL      |            |          |
|------------------|------------|------------|------------|------------|-----------|-----------|------------|------------|----------|
|                  | S/S        | O/R        | V          | S/S        | O/R       | V         | S/S        | O/R        | V=SS-O/R |
| <b>Sr.Tech</b>   | 67         | 87         | -20        | 25         | 9         | 16        | 92         | 96         | -4       |
| <b>Tech.-I</b>   | 151        | 90         | 61         | 23         | 4         | 19        | 174        | 94         | 80       |
| <b>Tech.-II</b>  | 16         | 45         | -29        | 13         | 4         | 9         | 29         | 49         | -20      |
| <b>Tech.-III</b> | 24         | 31         | -7         | 09         | 32        | -23       | 33         | 63         | -30      |
| <b>App. Tech</b> | 0          | 12         | -12        | 00         | 15        | -15       | 0          | 27         | -27      |
| <b>Helper</b>    | 140        | 166        | -26        | 44         | 18        | 26        | 184        | 184        | 0        |
| <b>TOTAL</b>     | <b>398</b> | <b>431</b> | <b>-33</b> | <b>126</b> | <b>88</b> | <b>38</b> | <b>524</b> | <b>519</b> | <b>5</b> |

| Category     | TL & ACC  |           |          | MEMU      |          |          | TOTAL     |           |           |
|--------------|-----------|-----------|----------|-----------|----------|----------|-----------|-----------|-----------|
|              | S/S       | O/R       | V        | S/S       | O/L      | V        | S/S       | O/R       | V=SS-O/R  |
| <b>SSE</b>   | 15        | 21        | -6       | 8         | 6        | 2        | 23        | 27        | -4        |
| <b>JE</b>    | 14        | 0         | 14       | 4         | 0        | 4        | 18        | 0         | 18        |
| <b>TOTAL</b> | <b>29</b> | <b>21</b> | <b>8</b> | <b>12</b> | <b>6</b> | <b>6</b> | <b>41</b> | <b>27</b> | <b>14</b> |



| <b>Owner &amp; Territorial TL/AC failures leading to punctuality loss</b> |  |      |      |      |      |      |      |      |      |
|---|--|------|------|------|------|------|------|------|------|
| 4   | (i) Cases                                    | 34   | 18   | 34   | 05   | 23   | 35   | 85.7 | 34.2 |
|   | (ii) Trains                                  | 56   | 19   | 62   | 06   | 48   | 56   | 89.2 | 14.3 |
| 5   | Ineffective % of AC coaches (*RB Target 2%)  | 2%   | 0.98 | 0.96 | 0.80 | 0.84 | 1.68 | 45.9 | 50.0 |
| 6   | Ineffective % of TL coaches(*RB Target 0.8%) | 0.8% | 0.09 | 0.21 | 0.06 | 0.16 | 0.35 | 82.8 | 54.2 |