MALDA DIESEL SHED, N.F.RAILWAY

I BRIEF HISTORY

Malda Diesel Shed was established in 1984 and the foundation stone of the Shed was laid by Late Mr. A.B.A.Gani Khan Chowdhury, the then Honorable Railway Minister on November 13, 1982. Malda Diesel Shed was originally a Steam Shed but with the introduction of Diesel Traction, this Shed was converted to Diesel and became the first BG Diesel Shed in Northeast Frontier Region. Its holding increased from 20 locos to 57 locos from 1984 to 2008. Today, this Diesel Shed is reputed for the quality of its faculty and maintenance standard for diesel locomotives in Indian Railway.

PHOTO OF SHED



LOCO OF SHED IN COLOUR SCHEME



1.	Year of Establishment	:	13th November, 1983
2.	Road/Type of the first loco homed in Shed	:	WDM2, Loco No.17470
3.	Details of any heritage locos in Shed on pedestal or otherwise.	:	NIL
4.	ISO Certification Year	:	2007 (9001:2000)
5.	Type wise holding	:	

Type	Holding
WDM2	42 Nos
WDM3A	11 Nos
WDG3A	04 Nos
TOTAL	**57 Nos**

6.	Maximum holding (Year/Number of locos)	:	March,1998 / 63 Nos.
7.	Present Loco link	:	45.97 locos
8.	Homing Capacity	:	60 Nos
9.	Augmentation Plans	:	Additional 40 locomotives

Contd…..P/2.

10. Other History (Not more than 4 lines) :

Diesel Loco Shed, Malda has been awarded ISO 9001-2000 certification on 2nd Aug'07 by Integrated Quality Certification Pvt Ltd for the standards and quality maintained on Diesel locomotives. This shed is catering to the needs of Passenger/Mail services of all Divisions of N.F.Railway and Goods services of N.F, Eastern, N.E, S.E Railway.

II. VITAL STATISTICS

1.	Sanctioned Strength	:	528 + 46 (Temporary)
2.	On Roll Strength	:	467
3.	No of Officers	:	04
4.	No of Supervisors	:	37
5.	Total Area	:	30,000 Sq.Mtrs.
6.	Covered Area	:	5392 Sq.Mtrs.
7.	%age of Staff housed in Railway Quarters	:	47.05%
8.	Power Consumption	:	45,047 unit/month (Avg)
9.	Water Consumption	:	72,860 Liters/day
10.	Educational Profile of Staff	:	

Up to 8th	>8th	10th Pass	10-12th	ITI	Graduate
7.92%	6.85	1.71	72.59	18.41	10.92

11. Age Profile of Staff :

<30 yrs	30-40	41-50	51-55	56-60
4.28%	9.85	47.96	33.19	4.71

12. MPR as circulated by E & R Dte : 6.26

III. PERFORMANCE PARAMETERS

	Freight	Passenger
1. SFC	1.57	3.77
2. LOC	1.87 (L/100KM)	

3. Shed consumption of fuel : 3077 KL/Month (Upto June/10)

4. KMs earned by Shed Locos/month : 7,92,708 KMs.

Contd…..P/3.

IV. ANY IMPORTANT INNOVATIONS :

a) 1986: In the month of January 3YLY schedule was taken. Manufacturing of Battery Discharging Plant and Cyl Head valve spring testing stand.

b) 1987: Manufacturing of Test Stand for L/oil relief valve and intercooler safety valve (Exp Section). Testing panel for testing VRP, L/Meter, and transition card. Fixture of fuel orifice test. Fixture for engine blow by test. Manometer for engine cranks case vac and Model of engine.

c) 1988: Test stand for Cyl Head and L/oil cooler testing. Test stand for air vac Brake system.

d) 1989: Test Stand for Techo Generator. A/B Test Stand. V-belt matching stand.

e) 1990: Test Stand for GE Gov Cam shaft puller.

f) 1991: Test Stand for Piston ring. Fixture for T/M pinion fitment. Fixture for testing piston pin.

g) 1993: Water pump test stand.

h) 1994: Spring pressure test stand for T/M and T/G brush holder.

i) 1997: Expresser Test Stand.

j) 1998: Booster Pump Test Stand.

k) 2001: Passenger alarm testing stand and speedometer test bench designed and fabricated.

l) 2003: Hydraulic coil spring test stand. Test stand for C3W distribution valve.

m) 2007: Large after cooler test stand.

n) 2008: Test stand for testing ABU with synchronizing operation.

o) 2009: One pair dummy bogie frame fabricated. A manometer is made to measure T/Motor cooling air pressure. A Test Bench has been developed by Small Motor Section, Malda Diesel Shed. Diesel Shed designed and manufactured Cylinder head blow by test stand.

p) 2010: A Test Bench has been exclusively developed to check the sealing effect of cylinder head. Fuel jumper test stand. Test Panel is designed and fabricated for testing the functioning of LWS Sensor and control panel with indication in Woodward Governor and EDC Governor equipped locos. A testing stand for con rod bolt elongation measurement has been developed.

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