Railway :- East Central Railway. **Shed:**- MGS

I BRIEF HISTORY

Photo of shed

Annexure attached.

Loco of Shed in colour Scheme

Base	=	Signal red.
Cab	=	Sky blue.
Strips	=	Pale cream
Under carriage	=	Black.

1 Year of Establishment:- 1987
2 Road No./Type of the first loco homed in shed:- WDM2 &WDS5
3 Details of any heritage locos in shed on pedestal in shed:- 18233 (Ist DLW built) in shunting use.
4 ISO Certification Year:- Not yet certified. It will be done in 2010-11.
9001
14001
18001
5 Type wise holding:- (WDM3A=27,WDM2=22,WDS6=4: Total=53)
6 Maximum Holding:- (Year/ Number of locos):- 59 (in 2009)
7 Present loco link:- 17
8 Homing capacity:- 20
9 Augmentation plans:- Augmentation up to 50 locos as sanctioned by Railway Board. Tender finalized in Jan'10, Work not yet started.
10 Other History (Not more than 4Lines):- The avg. holding has been more than 50 which includes avg. pass link of 17. Shed has been paying repair attention to out station locos whose average monthly figure has been found to be 155.Shed had maintained the 2424 /2423 (GHY- RAJ) link upto May -2008 successfully. Shed will be able to hold EMD locos after completion of Augmentation Work.

II VITAL STATISTICS:-

1 Sanctioned strength:- 337 (Total)
2 On Roll strength:- 304
3 No. of Officers:- 03
4 No. of Supervisors:- 29 (Vacancy-08)
5 Total area:- 15000m2 approx.
6 Covered area:- 3100m2.
7 %age of Staff housed in Railway Quarters:- 70%
8 Power consumption:- 500KVA
9 Water consumption:- 565 KL/ day
10 Education profile of staff:-

Upto 8th	>8th	10th Pass	10-12	ITI	Graduate
13.48 %	42.12%	12.83%	10.85%	11.84%	8.88%

11 Age profile of staff:-

< 30Yrs	30-40	41-50	51-55	56-60
3.62%	8.55%	38.83%	35.85%	13.15%

12 MPR as circulated by E & R Dte:- Sanction = 05.53, On Roll =05.01

III PERFORMANCE PARAMETERS

Sl.	Parameters	Freight	Passenger
1	SFC	01.61	03.65
2	LOC	02.62	

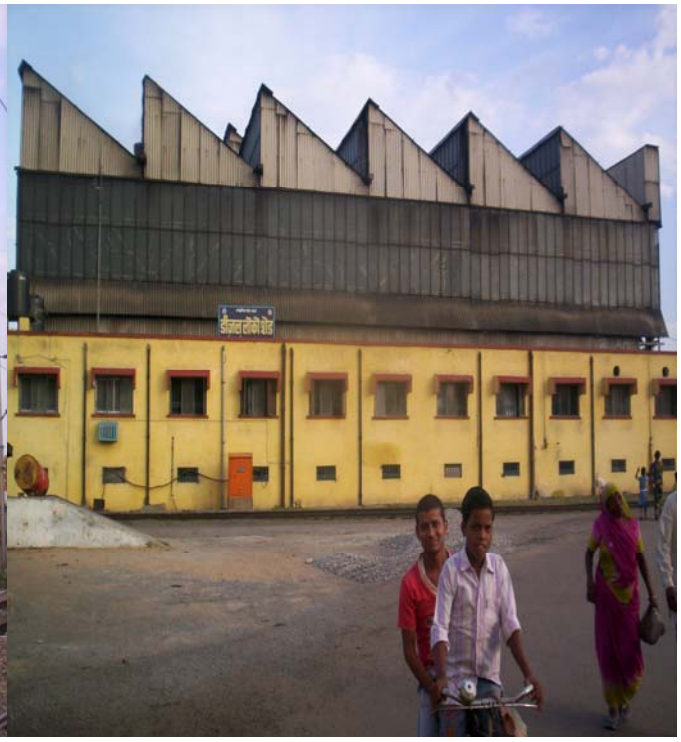
3 Shed consumption of fuel:- 16941 Ltrs (Avg.of Jan'10 to Mar'10)
4 Kms. Earned by shed locos/ month:- 461671 (Avg.of Jan.'10 to Mar'10)

IV Any Important innovations:- Two of the important innovations are –i) Wooden cleats was used in place of metallic cleats in fuel gauge line. ii) Copper pipe near fuel regulating valve was replaced by flexible hoses. The above innovations resulted in Nil failure of fuel- leakage.


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