HOWRAH DIESEL SHED:





I Brief History : Diesel Shed at Howrah is a twin shed comprising of Howrah Diesel Shed & BMG Diesel shed. The present shed was commissioned in September 1983 with its own fleet of WDS4B shunting locomotives.

1. Year of Establishment : September 1983

2. Road No./Type of the first loco homed in shed : WDS4B

3. Details of any heritage locos in shed on pedestal or otherwise : Nil.

4. ISO Certification Year :

9001-2000	-	24.12.2004
14001 -2004	-	25.09.2008.
18001	-	N.A.

5. Type wise holding :

WDM3D	-	09
WDM3A	-	33
WDM2	-	15
WDS6R	-	17

6. Maximum Holding (Year/Number of locos) : 74 Locos (From March 2010)

7. Present Loco Link : This shed is presently maintaining 40 Passenger/Mail/Express in six Links. Link. Link No 1-12 locos, Link No.2-7 locos, Link No.3 - 7 locos, Link No.4- 3 locos, Link No.5 - 6 locos, Link No.6 - 4 locos.

8. Homing Capacity : 50 Locomotives

9. Augmentation Plans : No specific plan

10. Other History (Not more than 4 lines) : Howrah Diesel Organization was started with 39 WDS4B locomotives and gradually HWH Shed was transformed to major main line shed of Mail/Express locomotive by WDM2, WDM3A, WDM3D.

II VITAL STATISTICS

1. Sanctioned Strength (incl. Sup) : 465

2. On Roll Strength : 450

3. No. of Officers : 06

4. No. of Supervisors : 43

5. Covered berthing Space : Twelve Locos

6. %age of Staff housed in Railway Quarters : 15%

7. Power Consumption : 35682 KWH Avg./month

8. Water Consumption : 20 KL / Day (Approx)

9. Educational Profile of Staff : Data Not Available

10. Age Profile of Staff :

< 30 yrs	30-40	41-50	51-55	56-60
23	76	146	114	91

11. MPR as circulated by E & R Dte : 6.08

III Performance Parameters 2009-10)

1. SFC: Freight – 2.24

Passenger – 4.58

2. LOC: Main Line Loco (M2/3A/3D) –1.65 Lts per 100 EKMS.

Shunting Loco(WDS6R) – 0.68 Lts per 100 EKMS

3. Shed consumption of fuel : 268.6 KLts/ Year

4. Kms. Earned by Shed/ Locos/Month : 13845 Km.

IV Any Important Innovations :

Grid resistance of WDM-3A locomotives becomes low due to water ingress. Efforts have to be made in every schedule to locate the trouble so that grid resistance can be improved which is very difficult during rainy season. With single reversor and single BKT design (WDM3A & WDG3A) locomotive, armature negative connection of traction motor Nos.4, 5 & 6 are directly connected with grid resistance, through R4, R14 & R21 hence ground relay is tripped if for any reason grid resistance becomes zero even in motoring.

3 Nos. magnetic contactors (FS1, FS2 & FS3) is connected to armature negative connection of traction motor Nos.4, 5 & 6. Its operating coil is connected with wire No.23 & 4, through master controller finger interlock.

During dynamic application by advancing selector handle from OFF position to active zone, magnetic contactor will get supply through closed finger interlock and 3 magnetic contactor will be picked up and grid resistance will be automatically connected with R1, R14 & R21 and dynamic grid resistance will be activated. In case of earth fault of dynamic grid or low IR of grid resistance, the selector handle can be eased to OFF position, whereby

FS1, FS2 & FS3 will be dropped and TM No.4,5&6 armature circuit completely cut off from dynamic brake circuit.