

RAILWAY: North East Frontier

SHED: New Guwahati Diesel Shed

Photo shed

Loco of shed in colour scheme



### I. BRIEF HISTORY:

Initially set up as a satellite shed of Siliguri on 30<sup>th</sup> October'1962 with first loco motive 6020 YDM4, which was in operation in south bank of Assam linking seven sister of North East. After the Saraighat bridge over the mighty river of Brahmaputra, shed came into operation in December 1962. Diesel loco shed developed into full fledged shed in June 1979 with holding of 50 YDM4 loco motives. There after the first BG locomotives 36080 WDS6 was homed in the shed on 23<sup>rd</sup> march 1986.

Unification of gauge after 1993 to Broad Gauge between Lumding and Guwahati brought end to MG locomotives, which was shifted to Lumding Diesel Shed and New Guwahati Diesel Shed became a full-fledged BG loco shed w.e.f 12<sup>th</sup> April' 1993.

Steep gradient between Guwahati - Lumding required banking engine, which not only reduced line capacity but made operation sluggish. Therefore 3100 horsepower locomotive were introduced in the shed in May' 1999. And the first WDG loco No 14755 "Shakti" started operation in the section.

1. Year of Establishment: 30-10-1962(MG)

2. Road No/type of the first loco homed in shed: 6020YDM4

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

4. ISO certification year

9001/2000 in the year 2008-2009

14001

18001

5. Type-wise holding:

WDG3A : 51 Locos

WDM3A : 10 Locos

WDM2 : 15+4\* Locos

Total : 80 Locos

\*Four WDM2 loco condemned and working as shunting loco at RNY/NGC/LMG/NTSK yard.

6. Maximum holding (year/Number of locos): 81 in the year of 2008-2009

7. Present loco link: 26 passenger
8. Homing capacity: 80 locos
9. Augmentation plans: 60 locos to 80 locos having completed in Nov'09.
10. Other history (Not more than 4 lines):  
Diesel loco shed maintaining Self-propelled accident relief medical van (SPARMV) stationed at Guwahati station. The shed also does maintained of 140Ton break down crane at NGC. Diesel Shed NGC staff working at diesel shed Rangapara (RNY Division).The shed also maintaining a trouble shooting point at TSK and Guwahati station.

II vital statistics:

1. Sanctioned strength:- 779 Nos
2. On Roll strength:-680 Nos
3. No. of officers: 06(Six) – One Sr. DME, One DME, Three ADME and One ACMT
4. No. of Supervisors:70 Nos
5. Total area: 1,27,542 Sq. meter (31.51 Acre)
6. Covered area: 14,000 Sq. meter (3.46 Acre)
7. %Age of staff housed in railway quarters: 47.5%
8. Power consumption: Connected load=1255 KW (Approx)&consumption 130830 KWH/month
9. Water consumption: 3,30,000 Gallon/Month (50,000 Lts/day)
10. Educational profile of staff:

Up to 8 <sup>th</sup>	>8 <sup>th</sup>	10 <sup>th</sup> pass	10-12 <sup>th</sup>	ITI	Graduate
Nil	3.2%	23.53%	13.70%	48.52%	11.02%

11. Age profile of staff:

<30 yrs	30-40	41-50	51-55	56-60
9.5 %	24.26%	35.88%	17.35%	12.94%

12. MPR as circulated by E & R dte : 6.6

III performance parameters:

	Freight	Passenger
1. SFC	1.22	3.86
2. LOC	2.9 (L/100 EKM)	

3 Shed consumption of fuel: - 25.18 KL

4 Kms. Earned by shed Locos/month: - 8,21,261 Km

#### IV Any important innovations:

1. Over speed trip assembly test bench has been prepared in house by Mechanical Component section. This test bench is having a rheostat, DC motor and OST assembly under test. DC supply controlled by rheostat regulates the speed of motor to simulate the speed for tripping RPM(measured by digital tachometer).



2. Fabrication of small motor resurfacing bench was fabricated by Electrical Component section. With this test bench the armatures of small motors can be re-profiled /polished to remove armature ovality and ensure longer carbon brush life and thus ensure higher reliability on NGC based locos.



3. Two nos. self Mounted Traction Alternator was modified into conventional type, as the Traction Alternator received from DLW does not contain inbuilt self-Mounted Rectifier. The requirement of Traction Alternator was met by modification of self Mounted Traction Alternator into conventional type and it fitted over the locomotive. All these modification were possible by dedicated effort of Traction Motor section staff.



