

N. F. RAILWAY

DIESEL LOCO SHED/Siliguri Junction

BRIEF HISTORY:

Siliguri Diesel Shed is the oldest Meter Gauge Diesel Loco Shed on Indian Railways. This shed was established in the year 1961 and the first loco was commissioned on 26th January 1962.

New BG Diesel Shed for maintaining WDP₄ and WDG₄ became functional since 13/01/2007. It is the second Diesel Shed in Indian Railways designed to home EMD locos.

Photo of Shed



Loco of Shed in colour Scheme



1. Year of Establishment : **1961 (MG), 2007 (BG EMD)**
 2. Road No/Type of the first loco homed in shed : **YDM4 / 6029, 12064 WDG4**
 3. Details of any heritage locos in shed on pedestal or otherwise : **One MG Steam Loco No. 1798 MAWD**
 4. ISO Certification Year
9001
14001 } **NIL**
18001
 5. Type-wise holding : **Presently – 91 (YDM4-1, WDS6 = 12, WDG4 = 36, WDP4 = 38, NDM6=4)**
 6. Maximum Holding (Year/Number of locos) : **91 Locos (2010)**
 7. Present Loco link : Link No.1=12WDP4, Link No.2=14WDP4, Link No3=07WDP4 (33) of N. F. Railway
 8. Homing Capacity : **MG – 50 YDM4, BG – 50 Locos**
 9. Augmentation Plans : **Extension of BG D/Shed/SGUJ to home 100 locos is under progress.**
 10. Other History (Not more than 4 lines) : **Started POH of YDM4 in 1995 and 190 locos were Periodically Overhauled up to 09/07/10. This eliminated dependency of N.F.Rly. on GOC for POH. It also started IOH of WDM2/ WDG3 from 06/04/08 to 27/11/09 (15 IOH + 01 M/12) when holding of MG came down. Moreover 02 locos & 02 Power packs were exported to Tanzania in Feb/08 and 11 Loco to Myanmar in Feb./08.**
- II. VITAL STATISTICS As on
1. Sanctioned Strength: **806**
 2. On Roll Strength: **541**
 3. No. of Officer: **03**
 4. No. of Supervisors: **44**
 5. Total Area : **167689 Sq. m.**
 6. Covered Area: **14081 Sq. m.**
 7. %age of Staff housed in Railway Quarters: **50.37%**
 8. Power consumption: **940698 Unit (2009-2010)**
 9. Water Consumption: **56308 Gallon per day**

10. Educational Profile of Staff

up to 8 th	> 8 th	10 th Pass	10-12 th	ITI	Graduate
02%	5%	28%	30%	15%	20%

11. Age Profile of Staff

<30 yrs	30-40	41-50	51-55	56-60
30%	25%	14%	11%	21%

12. MPR as circulated by E & R Dte: **3.7 for EMD & 6.89 for MG**

III. Performance Parameters

	Freight	Passenger
1. SFC	2.12	3.78
2. LOC	3.41 lts./100 EKM	3.33 lts./100 EKM

3. Shed consumption of fuel: **4622 KL per month.**

4. Kms. Earned by Shed Locos/month: **983745 (upto June/2010)**

IV. Any Important Innovations:

(1) **Modification of air dryer control circuit to increase unloading time of compressor in EMD locos thereby improving reliability:**

During air brake testing of EMD locos in SGUJ shed, it was observed that compressor unloading time was coming in the range of 30 to 90 seconds against 2 to 3 minutes stipulated in RDSO's guidelines. This reduced unloading time caused early carbonization of compressor valves resulting in malfunctioning. In course of investigation, it was detected that Faievely make air dryer (non memory type) was working (i.e. purging) even at the time of unloading, whereas it should not purge during unloading because Dryer Control Relay (DCR) is turned off when compressor is not pumping air. To resolve this problem, necessary modification in air dryer control circuit in ECC1 panel was carried out during the month by SGUJ diesel shed. This modification resolved the problem and unloading time increased by more than two minutes.