

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
रेलवे बोर्ड (Railway Board)

No.2002/M(C)/137/8 Pt.

New Delhi dated 14.12.2018

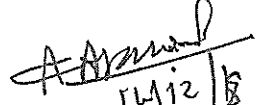
Principal Chief Mechanical Engineer,  
All Zonal Railways and Production Units.  
Konkan Railway Corporation Limited.

Sub: Utilisation of HOG facilities on trains.

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In order to control costs of train operations, there is a need to go in for Head On Generation system for power required in the LHB rakes. To meet this objective, the following actions are required to be taken urgently by the Zonal Railways and Production Units:

1. All LHB coaches being manufactured in the Production Units must be HOG compliant.
  2. All LHB coaches undergoing POH should be made HOG compliant. LHB coaches may also be made HOG compliant in the depots also.
  3. Only one oil engine driver is to be provided per power car on trains running on HOG. The yardstick for escorting staff issued vide Commercial Policy Circular No. 45/2005 dt 9-11-2005 stands modified in case of trains working on HOG with regard to provision of Oil Engine Drivers per power car. Staff/posts released, if any, may be suitably utilized on other power cars/coaching activities.
  4. The existing loco links be reviewed to ensure that HOG compliant LHB rakes are invariably provided with locos having HOG arrangement.
  5. While issuing BPC, the TXR must ensure that locomotive attached to the train has fully functional air drier and the BP & FP pressure are within permissible limit so as to minimise instances of brake binding thereby improving life of air brake & rolling gear components.
  6. Condition of regenerative brakes, automatic brakes, air driers and HOG, if not functional, should be reported for remedial action prior to issue of BPC.
2. Urgent action on the issues brought out above may be taken in order to ensure operation costs are brought down.

  
(A.K. AGARWAL)  
Additional Member (ME)  
Railway Board