

RAILWAYS: South Western Railways

SHED: Diesel Loco shed, Hubli.

I. BRIEF HISTORY

Photo of Shed



Color Scheme of a loco of the shed



- | | | |
|---|---|-------------------------------------|
| 1. Year of Establishment | : | June 1999 |
| 2. Road No./Type of the first loco homed in shed | : | WDG4 - 12010 |
| 3. Details of any heritage locos in shed on pedestal or otherwise | : | ---- |
| 4. ISO Certification Year | : | ---- |
| 9001 | | |
| 14001 | | |
| 18001 | | |
| 5. Type wise holding | : | WDG4 - 163 WDP4 - 18 |
| 6. Maximum Holding (Year/Number of Locos) | : | Year: 2011
Locos: 181 |
| 7. Present Loco link | : | 18 |
| 8. Homing Capacity | : | 150 Locos |
| 9. Augmentation Plans | : | 200 Locos (Sanctioned by Rly.Board) |
| 10. Other History (Not more that 4 Lines) | : | |

This shed has been constructed by imbibing various features of diesel sheds across the globe. It was the first shed on Indian Railways where these locos were based and their maintenance undertaken. Requirement for hauling heavy loads on steep gradients and in its quest necessitating technology up-gradation, the state of art micro processor controlled locos from M/s. GM/USA (WDG4/WDP4) were introduced on Indian Railways.

II VITAL STATISTICS

1. Sanctioned Strength : 772
2. On Roll Strength : 627 (Not included 11 Apprentice Staff)
3. No. of Officers : 06
4. No. of Supervisors : 53 inclusive of 04 working at CME Office
5. Total Area : 75 Acres (303550 Sq.Mtrs.)
6. Covered Area : 9020 Sq.Mtrs.
7. %age of staff housed in Railway Quarters : 19.3% Staff
8. Power Consumption : ----
9. Water Consumption : ----
10. Educational Profile of Staff :

Upto 8th	>8th	10 th Pass	10-12th	ITI	Graduate
0.78%	0.22%	23%	28%	36%	12%

11. Age Profile of Staff :

<30 Yrs	30-40	41-50	51-55	56-60
32%	34%	28%	2%	4%

12. MPR as circulated by E&R Dte : ----

III. Performance Parameters

	Freight	Passenger
1. SFC	2.71	3.50
2. LOC	0.58	0.55

3. Shed consumption of fuel : 101857 Ltrs./Month
4. Kms. Earned by Shed Locos/Month : WDG4 - 141468 & WDP4 - 211200

IV. Any Important Innovations :

New innovations are continuously sought to reduce the downtime for the maintenance of the locomotives. The following are the test stands developed in-house in enhancing the downtime required for the maintenance as well as increased the reliability in the locomotive.

1. DCL Motor test stand
2. Dynamic Controller test stand
3. Contactor & Relay test stand

4. Multiple unit test kit
5. Fuel pump motor /TLPM test stand
6. Lube oil cooler test stand
7. CCB test stand and pressure relief valve test stand.
8. Engine vibration monitoring and attention to assemblies which have a bearing on the high engine vibration.
9. Identification of crisis locos working with DLW manufactured piston pins with the help of rate of rise of Fe, Pb, Cu elements instead of usual concentration/ppm values.
10. Rack setting fixture using a magnet at the adjusting screw for a calibration stand.
11. Fixture for Traction alternator bearing renewal.
12. Attention to warped cylinder head cover and loose latches of the cover to control the problem of fluctuations in CC vacuum.
13. Variable voltage and variable frequency drive for testing of various AC motors