



Electric Loco Shed
TATANAGAR



दक्षिण पूर्व रेलवे/South Eastern Railway



ISO 9001:2008 Series
Certified Shed

1. History and Mile stones of ELS/TATA

- Electric Loco Shed, Tatanagar was established in the year 1962 with 69 locomotives under the supervision of SNCF Railway. Tata Electric Loco Shed then became the 2nd Electric Loco Shed in Indian Railways.
- Traction Motor Repair Shop was inaugurated On 06 February 1976.
- Wheel Centre Shop was inaugurated on 01/03/2005.
- ELS/TATA homed 1st three phase loco 31239 & 31240 on 15 March 2010.
- ELS/TATA & CTRC/TATA both accredited as ISO 9001:2008 quality management systems on 23th May 2013.
- ELS/TATA celebrated its glorious Golden Jubilee Celebration in 2012 and adjudged as best electric loco shed in S.E.Railway.
- DP wireless operation in WAG9 Locomotives 31282 & 31284 Tata base fitted with prototype Radio Remote Control (RRC) first ever in Indian Railway. Date of commission: June 2013.
- DP wireless operation in conventional Tap changer Locomotives. DPWCS's are commissioned in 28583 & 28589 Tata base locos. Date of commission: August 2013.
- ELS/TATA celebrated its golden jubilee celebration in 2012 and adjudged as best shed in S.E.Railway.

2.1 AT ELS/TATA: - ELS/TATA is homing WAM4, WAG5, WAG7 and WAG9 type of locomotives and following works are being done at shed.

Routine maintenance / repair work & unscheduled attention.

Minor inspection schedule (IA, IB, IC)

Major inspection schedule (AOH, IOH)

2.2 AT CTRC/TATA

The Traction repair shop, Tatanagar is part of Electric Loco Shed and is engaged in the activities of rewinding of Traction equipments. The shop which started functioning as separate entity with effect from June 1978 under the administrative control of Sr. DEE(TRS)/TATA is to cater the need of rewinding of Traction Motors, Transformers and Auxiliary motors of various sheds of S.E. Railway, S.E.C Railway & East Coast Railway.

2.2.1 The Traction Repair Shop, Tatanagar is having the following facilities.

1. Armature rewinding of TAO TM.
2. Armature rewinding of Hitachi TM.
3. Rewinding of Transformer.
4. Rewinding of 3 phase Auxiliary motors.

2.2.2 AT WHEEL SHOP



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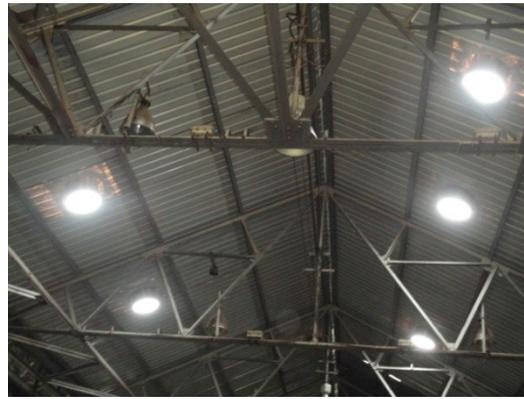


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The wheel shop has started functioning on 01.03.2005 and catering of wheels to TATA, BNDM & SRC Electric loco shed.

3. ACHIEVEMENT

3.1 Harnessing solar energy on existing roof at CTRC first time in Shed/shop. Sufficient illumination level by natural light on floor under the day light system even on cloudy day.

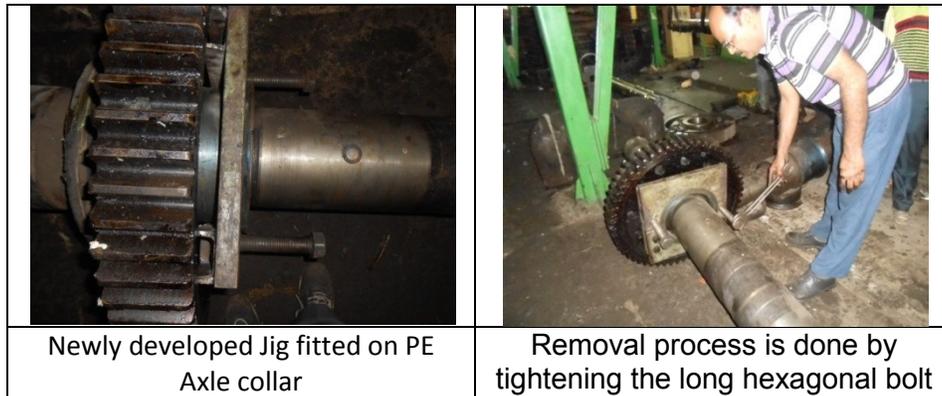


3.2 New scrap yard has been built for keeping scrap separate and creating additional space for working and keeping the shed clean.



3.3 Jig for removal of Axle collar by CTRC/TATA

CTRC/TATA developed a Jig for removal of PE collar of the TAO axles. This Jig is manually operated and easy to remove the same without using any heating process in the axle. It is very difficult to remove axle collar fitted to hold the suspension bearing and it is also not possible to remove it utilizing 500 T Wheel press machine because of obstruction of gear wheel at this end.



3.4 Jig for Removal of Tao-659 Pole Shoe by CTRC/TATA

A Pneumatic Jig is made by CTRC/TATA utilizing brake cylinder of loco along with associated holding arrangement for pole shoe of TAO-659 TM stator. Previously Pole shoe was being removed with the help of 50 Ton Hydraulic Press and 3 persons were required for removing the pole shoe. Out-turn was also dependant on availability of the press. But with this Jig, only 2 persons are required and more out-turn is achieved as this is now not dependant on availability of the press.





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3.6 *MR Award* 2015: Mr.S.Mohan Rao (Tech-1) got MR Award for CTCR/TATA. He made one extra lead cutter for armature coil with the fabricating of released loco components. He also developed Press Machine by fabricating released Pneumatic Equipment. Some modifications done by him in Hitachi Jig & Fixture enable in house manufacturing of Hitachi Armature Power & Eq. coil.



3.7 *GM Award* 2015: Mr.Uday Narayan Maharana (SSE/G9/ELS/TATA) got GM Award due to his dedicated effort to maintain WAG9 locomotives and playing pivot role in trouble shooting to avoid loco failure on line. In this way reliability of 3-phase locomotive under ELS/TATA has been improved very much respect to past.

