

ACHEIVEMENTS

FIXTURE FOR LOADING EXTRA BOGIES



The bogies for IOH of coaches are being transported through road truck from SRR to CW/PER for overhauling and back to SRR after overhauling. The approximate cost of transporting one bogie is about Rs 24000/-for one round trip. One trailer truck transports four bogies at a time.

In order to reduce the contractual payment the bogies began to be transported through BRN wagons from workshops with three bogies in one layer. The length of BRN wagon is 13.7 meter and can carry up to 57 Tons. The length of bogie is about 4 metre and weighs about 6 Tons. Thus the wagon was loaded with three bogies in one layer which weighs less than 20Tons.

For maximum utilisation of wagon, a fixture has been designed and manufactured at SRR depot for loading bogies in two layers. Thus six bogies can be transported, in one BRN instead of three bogies in one trip. One gadget was manufactured and four bogies were transported in one BRN as a trial measure and found successful. The material cost of one gadget is about Rs.7500

PEDAL OPERATED TROLLEY

During derailments, placement of ART coach nearer to the restoration spot is desirable but due to geographical constrains, it will not be possible in many cases. The ART staff had to manually carry heavy materials like jack, packing blocks etc, from the ART coach to the restoration spot which is always time consuming and cause of fatigue to the staff. To facilitate such material transportation a Pedal operated trolley is developed by SSE/BD/SRR which can carry load of about 1 Ton. This trolley can be assembled within 5 minutes and can be pedalled by single man. The trolley was mostly made from released materials and only cost about Rs 5000/- only



TEST BENCH FOR DISTRIBUTOR VALVE.

Distributor Valve is termed as the heart of air brake system. Normally, the distributor valves which are received from workshops are directly fitted to coaches whenever a DV is replaced in pit line. Any minor defect in such DVs may result in brake binding and cause detention en-route. A test bench has been developed at MAQ sick line for testing the new DVs received from workshops prior to fitment, so that proper working of the air brake system can be ensured in the coach.



WORKING MODEL FOR TRUSS BEAM MOUNTED BRAKE SYSTEM

Truss Beam Mounted Brake system is being introduced in wagon stocks like BTFLN wagons, BCNHL wagons etc. To impart the working knowledge and to improve the awareness on this system one working model has been installed at C&W depot, MAJN.



INNOVATIONS DONE BY SRR BD TEAM.

MODIFIED DISTANCE BAR FOR LUKAS MAKE HRE.

Present distance bar available with Lukas make HRE for connecting traversing jacks set on either side of the coach is having only a length of 1700 mm, which is insufficient while the jacks are set under the lifting pads (for which length of distance bar must be 2016 mm). For coaches fitted with bio toilets, for traversing it is essential to set jacks under the lifting pads and present distance bar is incapable for connecting jacks in such occasions. For overcoming this drawback, a modified distance bar designed with a cost of Rs 3000/-. Trials were conducted with this modifications and found successful.



Modified distance bar.



Distance bar with out modification

ADDITIONAL LIGHTS FITTED UNDER THE GALLOWS AND ABOVE THE GALLOWS OPERATING LEVERS OF 140 T GOTTWALD NEW DESIGN CRANE.

One Additional 24 volts / 9 watts LED light is fitted under the gallows for better illumination, which will helps to hook and unhook the counter weight in gallows. At present no lights were available for this purpose, and it is very difficult to do counter weight operation during the night time. Another light arranged above the gallows operating levers for the same reasons. In these types of cranes, after placing the counter weights under the gallows no light will be available for the above critical operations. Cost - Rs.500/-



REPAIRING OF TOWER CLOTH OF ASKA TOWER LIGHTS.

Generally after a service life of ten years the tower cloths of tower lights will get porous and failing to get erected and requiring replacement, and replacement of one tower cloth costs around 80000/-Rs. At SRR two numbers of failed tower cloths repaired by a special type of painting technic, without affecting the illuminating capacity. With a cost of Rs 100/-.



WHEEL FLOATING MECHANISM FOR WDP4/G4 LOCOS DURING LOCKED AXLE AND RB FAILURE AT ENROUTE.

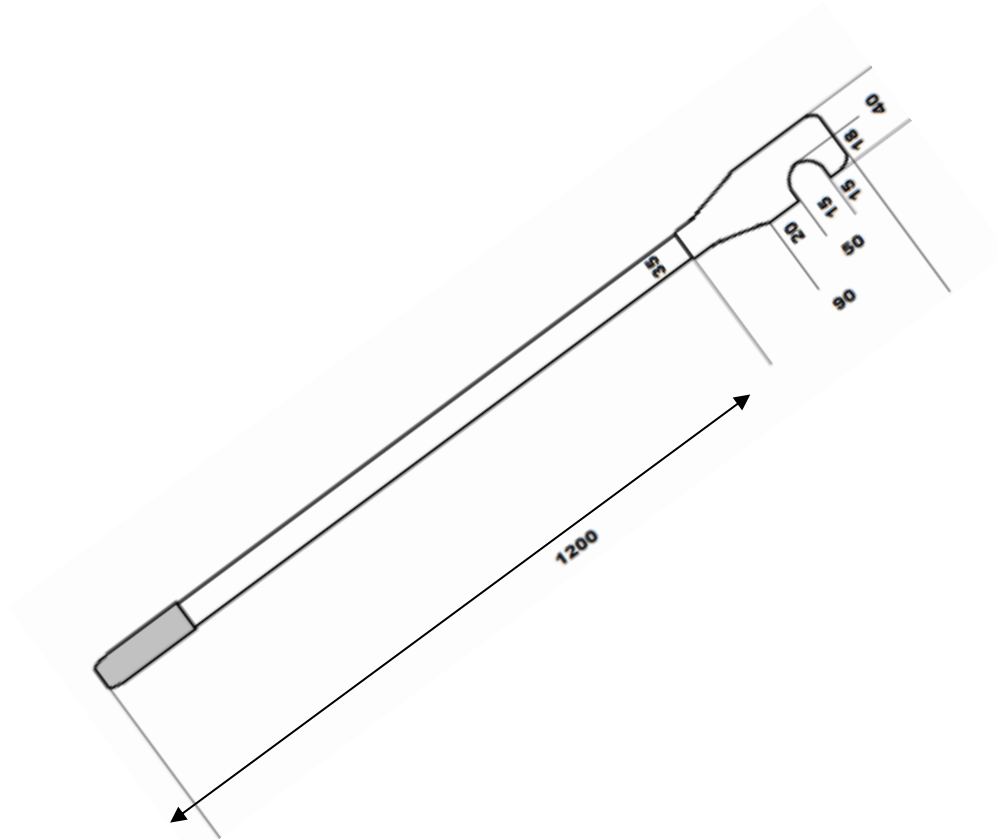
Successful trial conducted on 16/04/2016. This equipment developed by SR BD team with available material at this depot.



WINDOW BAR EXTRACTOR

Window bar extractor designed by SRR BD team for rescuing trapped passenger from capsized coach.





CRANE PROPPING WARNING SENSOR ALARM

This device is designed and made at SRR. This sensor gives audio and visual alarm as soon as the stability of crane prop disturbed, introducing this system human error can be eliminated and overall safety of crane can be enhanced.



MULTIPURPOSE LIGHT WEIGHT TROLLEY FOR TRANSPORTING BD MATERIALS IN ACCIDENT SPOT

This trolley can move over rail as well as floor. By connecting two trolleys with re- railing bridge, heavy equipment and materials can be transported easily.

