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भारत सरकार – रेलमंत्रालय  
अनुसंधान अभिकल्प और मानक संगठन  
लखनऊ – 226011  
Government of India - Ministry of Railways  
Research, Designs & Standards Organization,  
LUCKNOW- 226011

No. EL/11.5.5/6

Date: 21.03.2017

Chief Electrical Engineers,

- Northern Railway, Baroda House, New Delhi – 110 001
- Southern Railway, Park Town, Chennai – 600 003
- Western Railway, Churchgate, Mumbai – 4000 020

Sub: Minutes of the Meeting to review the performance of HOG at CEE/WR office,  
Churchgate, Mumbai.

Ref: This office letter of even no. dtd. 01.02.2017.

With reference to above, meeting to review the performance of HOG at CEE/WR office,  
Churchgate, Mumbai was held on 08.03.2017. MOM of the meeting is being enclosed herewith  
for your kind information and necessary action please.

(Suresh Kumar)  
for Director General (Elect.)

Encl: Nil.

Copy to:

1. Secretary (Elect./RS), Railway Board, Rail Bhawan, New Delhi – 110 001 ( <i>Kind attn. : Shri A.K. Goswami, DEE/RS</i> )	For kind information.
2. CEE, Chittaranjan Loco Works, Chittaranjan – 713 331	For kind information and necessary action.
3. M/s ABB Ltd., Nelamangala Taluk, Bangalore – 562 123	For kind information and necessary action.
4. M/s. BHEL, Electronics Division, Mysore Road, Bangalore-560 026	
5. M/s Medha Servo Drives Pvt. Ltd., Nacharam, Hyderabad – 500 076	
6. M/s Siemens Limited, 130, Pandurang Budhkar Marg, Worli, Mumbai – 400 018	

Encl: Nil.

(Suresh Kumar)  
for Director General (Elect.)

**Minutes of meeting to review the performance of HOG at CEE/WR office , Churchgate, Mumbai**

**Present**

**Railways (S/Shri)**

1. Ratan Lal CEE/WR
2. O.P. Kesari EDSE(Co-ord)/RDSO
3. V.K. Tripathi CESE/WR
4. H. Malhotra CELE/WR
5. P. Mohanpuria Sr.DEE/Coaching/BCT
6. S. Natrajan Sr. DEE/TRS/RPM
7. Suresh Kumar DSE/TPL/RDSO
8. Yogesh Kumar Dir/RDSO
9. Sundaresan Sr.DEE/BRC
10. V.P. Singh DEE/NR

**Industries (S/Shri)**

1. Rajesh Srivastava M/s Seimens
2. V. Nagraj M/s Medha
3. Mohit Sharma M/s ABB
4. Animesh Mathur M/s ABB
5. Venkateshulu M/s BHEL
6. Dr S.M. Shriraghvan M/s Hirect
7. Sunil Jadhav M/s Hirect

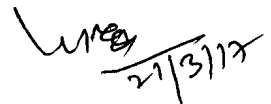
At the outset, EDSE/Co-ord welcomed all the participants of the meeting and thanked WR for making arrangements for the meeting. Detailed deliberations were made on the coach/power car modification works, reliability and operational issued connected with smooth HOG operations. Salient features of discussion/decisions during the meeting are given below:

1. M/s Seimens & M/s Medha have already completed the modification works as per the conditions of P.O. issued by CLW. Therefore zonal railways should take immediate action to complete the coach/power car modification works to ensure that all the rakes are HOG compliant.
2. In order to ensure reliability and passenger safety, the work of coach and power car modification should be done by the firms who have already supplied and commissioned Hotel load converters to CLW for electric locomotives.
3. BCT division mentioned about problem of blowing of 1 Amp fuse provided in primary of 100 VA control transformer in power car. From Oct-16 to Jan-17, there were 152 cases of blowing of 1 Amp fuse. M/s Siemens was advised to carry out detailed investigation to find out the reasons for this failure. It was also pointed out that there is a need to increase the rating of fuse. Therefore, M/s Siemens should also provide 2 Amp fuse in 1 or 2 power car on trial basis and observe its performance so that decision may be taken by RDSO considering detailed investigation report and field performance.
4. At present, non loco end power car is used for pre-cooling till the HOG loco is attached at Mumbai Central for Rajdhani trains. This results in generation of lot of air and noise pollution at platform especially for passengers boarding the train. Working of front power car is not possible due to presence of 750V in IV coupler between loco & power car.

WR has suggested one modification which enables running of front power car with IV coupler remaining in de-energized condition. This results in elimination of noise & air pollution being faced by passengers at originating stations. WR was advised to send detailed proposal to RDSO for further study and approval.



5. WR pointed out that main reason for running HOG rake as EOG is non-availability of HOG locomotive. GZB and BRC loco shed should ensure adequate availability of HOG locomotives for services of Rajdhani/August Kranti & Duronto /Shatabdi trains.
6. WR also pointed out that under slung mounted DA set in future power cars, half portion of the power car can be utilized as pantry car. This will release the pantry car and enable addition of one extra coach for passenger service.
7. Modification in locomotive for switching on HLC by BLDJ instead of BLHO should be carried out in all HOG locomotives. CLW may release the modified software for trial in a few locomotives.
8. The future supplies of the HLC are being done by CLW with AMC. However, for the existing HLCs, Railway may take action for the AMC as per the SMI No. 0297 issued by RDSO.
9. Railways have indicated that CLW is not carrying out the complete commissioning of the HLC in the locomotives. This is putting extra burden on shed as final commissioning is being done in the sheds. CLW may turn out the locomotives with complete commissioning of the HLC in locomotives.
10. There were cases of heating up of the earthing resistance in the Filter cubical. During the investigation at ELS/BRC it was found that the reason of the heating was less clearances. Both M/s Siemens and ELS/BRC have carried out the modifications in the filter cubical. CLW may look into these modifications at ELS/BRC and adopt the same in the locomotives if found suitable.
11. Railways have raised the issue of training for the HLC by the suppliers. RDSO may issue guidelines as well as calendar for the training.

  
21/3/17

(Suresh Kumar)  
DSE/TPL/RDSO