

## SOUTH CENTRAL RAILWAY GUNTAKAL DIVISION

### LOBBY RAICHUR



# COMBINED CREW BOOKING LOBBY, RAICHUR

## 1. Highlights of Combined Crew Lobby ,RAICHUR:

- The Combined Crew Lobby is located on middle of PF-1 maintained by CCC/RC under the control of Sr.DEE/TR/GTL
- Crew Management system available and commissioned on 24-06-2008.
- Crew booking activities round the clock including CMS-operation and CTR data feeding for RC depot is completely outsourced.
- 2 Kiosks with Integrated Biometric System and Camera provided in Crew Lobby for using Sign ON/OFF and BA tests to Running Staff during SIGN ON/OFF. The result of BA token number is being recorded in CMS along with photo.
- Caution Order Board Management System available in Crew Lobby which displays Speed Restriction of different sections pertaining to RC Lobby.
- Continuous display of Safety and Technical circulars / Events through LEDTV.
- Generator supply provided for continuous working of CMS.
- RO system (250 LPH capacities) provided for continuous supply of purified drinking water to running staff.
- Speed guns provided for conducting of ambush checks by LIs on speed of the Trains.
- Combined Crew Lobby provided with three split air conditioning facility.
- Combined Crew Lobby provided with CC TV Camera facility.
- Portable BA Equipment available to conduct Ambush / surprise check by LIs online.
- All types of Speedo meter software are available for downloading and analyzing of SPMs
- Running Staff Leave Applications, Pass/PTO Applications, Grievances & Suggestions Drop box provided at Combined Crew Lobby/RC.
- Intimation for Sanctioning of Pass / Leave to the Staff through SMS by CMS SMS System.
- RC Goods Crews works RC-CT/WD-RC,RC-RTPS-RC,RC-GTL-RC,RTPS-SNF-RTPS sections.
- Approx. 90 crew Signing ON & OFF per day.
- To meet the exigency of Coaching service a List of Screened LP(Goods) fit to work in coaching trains is displayed in the lobby.

- Common Line boxes introduced from 16.01.2018. BOX boys are utilized round the clock for loading and unloading of CML boxes for termination trains & balancing of CML boxes,
- Integrated BA ,BIO & Webcam implemented on24-05-2017
- Signal & Track defect feedback to LP through CMS via CMS application. System implemented.
- All LP/ALPs before going to taking over charge of a train should sign PLEDGE register available at RU LOBBY for prevention of SPAD.
- All LP/ALPs should sign Assurance register, before going to taking over charge of a train while reporting after availing PR/LEAVE.
- CUG surprise check register available at RU lobby, conducted by on duty CC/CLI every day.
- SAFETY SEMINAR conducted by CCC/CLI every month regarding on awareness of SPAD, and other safety related items.

## 2. RAICHUR crew working direction wise.

### Coaching trains Crew Beat:

S. No.	Direction
1	RC-GTL-WD-GTL-RC
2	RC-GTL-CT-GTL-RC

\* Special Trains average 5 trains per day

### Freight Trains Crew Beat:

S. No.	Direction
1	RC-WD/CT-RC
2	RC-RTPS-RC
3	RC-GTL/GTLW-RC
4	RTPS-SNF-RTPS

**Scale check as per Crew review on 01.02.2020.**

S. No.	Category	San	Act	Vac	EXCESS
1	LP(Mail)	0	0	0	0
2	LP(Pass)	0	0	0	0
3	LP(Goods)	61	53	8	0
4	LP(Shg)	4	3	1	0
5	ALP	61	56	5	0
<b>Total</b>		<b>126</b>	<b>112</b>	<b>14</b>	<b>0</b>

**Scale check of ministerial Staff:**

S. No.	Category	San	Act	Vac	EXCESS
01	Ch.OS	01	00	01	00
02	OS	01	01	00	00
02	Sr.Clerk	00	00	00	00
03	Jr.Clerk	0	00	00	00
04	Care taker	01	01	00	00

**Scale check of running supervisors:**

S. No.	Category	San	Act	Vac	EXCESS
1	CCC	01	01	00	00
2	CLI	04	03	01	00
3	CC	04	02	02	00

**Gradation of LocoPilots:**

S. No.	Category	A Grade	B Grade	C Grade	Total
1	LP (Mail)	0	0	0	0
2	LP (Passenger)	0	0	0	0
3	LP (Goods)	12	41	0	53
<b>Total</b>		<b>12</b>	<b>41</b>	<b>0</b>	<b>53</b>

### Walkie-Talkie, BA Instruments, & CUGSims:

Description	Total	Issued to Staff/Lobby	On Hand in stores		Under Repair / Calibration	Remarks
			Good	Defective		
Walkie-Talkie	67	CLI-03 STAFF-53	11	0	0	NIL
BA Instruments	06	CLI-02 LOBBY-03	1	0	0	NIL
CUG LOBBY	1	1	1	0	0	NIL
AUTO PHONE	1	LOBBY-1	0	0	0	NIL
Fog Pass Device	0	0	0	0	0	NIL

### Details of BA Equipments:

BA EQP. AVAILABLE AT RU LOBBY			
SL NO.	BA EQP NO	CALIBRATION DONE	CALIBRATION DUE
1	A800684	10.10.2019	10.10.2020
2	T900304	30.01.2020	30.01.2021
3	CRIS104	04.11.2019	04.11.2020
4	CRIS105	04.10.2019	04.10.2020
5	A800675	10.10.2019	10.10.2020
6	A800674	10.10.2019	10.10.2020

## **Contracts as on 01.12.2019:**

**1. Department** : Electrical (Traction)  
**Name of the work** : Outsourcing of Running Room activities of Running Room/Raichur for a Period of 24 months.  
**Name of the agency** : M/s T KOTESWAR RAO, RLY CONTRACTOR, 32/38-1-A, MACHAVARAM, BZA  
**Agreement No** : G/TP-134/RR/RC&RTPS/2018 DT:06.09.2018  
**Tender Value** : Rs.1,31,28,360/-  
**Date of commencement** : 30.05.2018  
**Due Date of Completion** : 30.05.2020

**2. Name of the work** : Outsourcing activity CTRs/data, records entry in CMS & CRIS and BET  
Duties at the combined crew booking lobby at lobby Raichur for a Period of two years.  
**Agreement No** : G/T-134/out sourcing/CTR Feeding & BET duties/RC  
**Tender Value** : Rs.22,93,920/-  
**Date of commencement** : 02.10.2019.  
**Date of Completion** : 02.10.2021  
**Name of the agency** : M/s A R info tech., 2 nd floor ,flat no:-108.ATPS, Street no-08,Hapsiguda,HYD



## ACHIVEMENTS

### Awards:

1. C L MEENA LPG/RC RECIVED MAN OF THE MONTH AWARD FROM GM/SCR.



2. RAJESH KUMAR LPG/RC RECIVED MAN OF THE MONTH AWARD FROM DRM/GTL.





## Highlights of good work done at Lobby/RU as a precautionary measure to avoid spreading of COVID-19



## Charitable work done during COVID-19





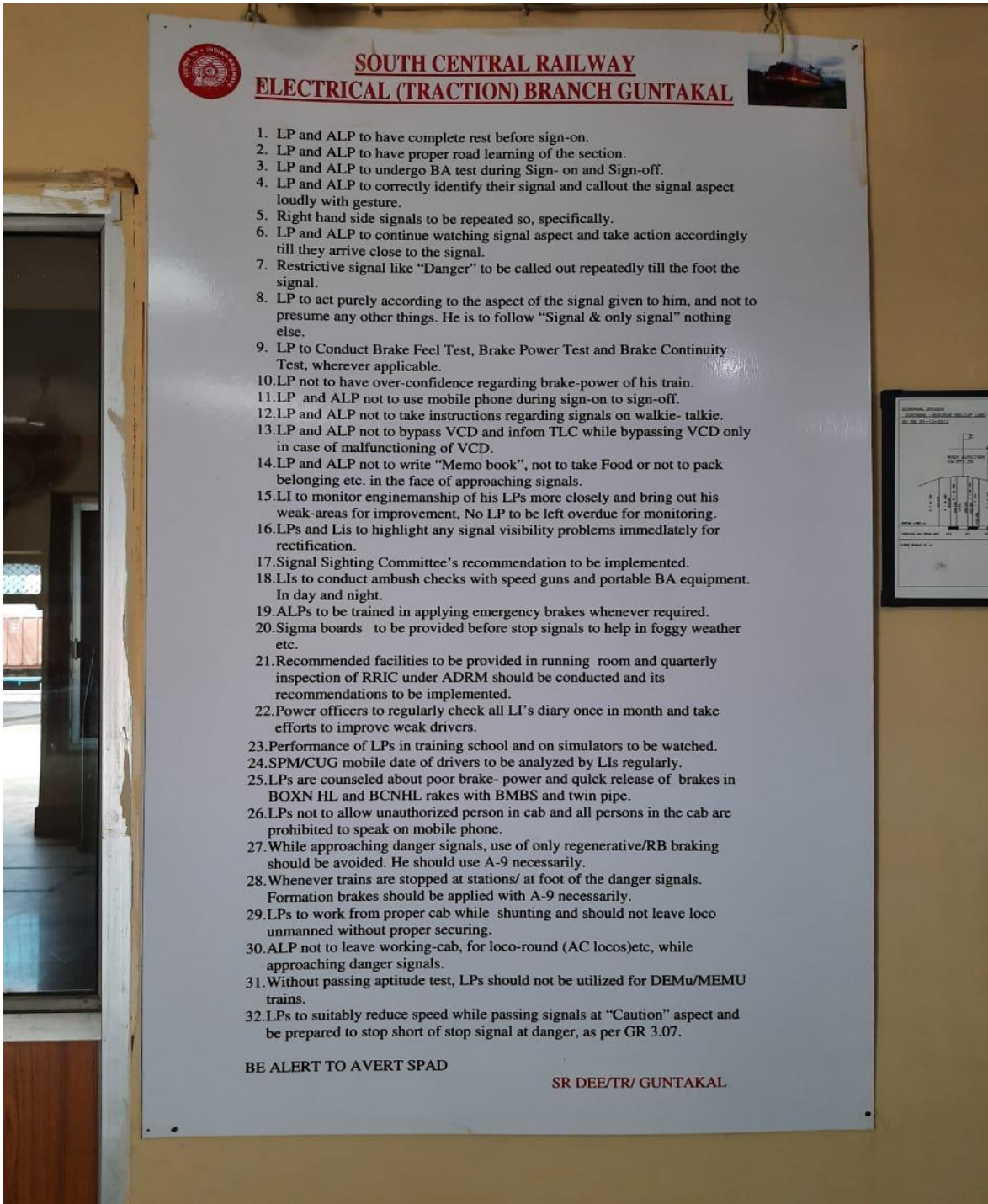


## SAFETY SEMINAR conducted by DME/DEE/GTL.Taking “pledge” on prevention of SPAD.





## 32 POINTS TO PREVENT SPAD, Available at RC lobby.



**SOUTH CENTRAL RAILWAY**  
**ELECTRICAL (TRACTION) BRANCH GUNTAKAL**

1. LP and ALP to have complete rest before sign-on.
2. LP and ALP to have proper road learning of the section.
3. LP and ALP to undergo BA test during Sign- on and Sign-off.
4. LP and ALP to correctly identify their signal and callout the signal aspect loudly with gesture.
5. Right hand side signals to be repeated so, specifically.
6. LP and ALP to continue watching signal aspect and take action accordingly till they arrive close to the signal.
7. Restrictive signal like "Danger" to be called out repeatedly till the foot the signal.
8. LP to act purely according to the aspect of the signal given to him, and not to presume any other things. He is to follow "Signal & only signal" nothing else.
9. LP to Conduct Brake Feel Test, Brake Power Test and Brake Continuity Test, wherever applicable.
10. LP not to have over-confidence regarding brake-power of his train.
11. LP and ALP not to use mobile phone during sign-on to sign-off.
12. LP and ALP not to take instructions regarding signals on walkie- talkie.
13. LP and ALP not to bypass VCD and inform TLC while bypassing VCD only in case of malfunctioning of VCD.
14. LP and ALP not to write "Memo book", not to take Food or not to pack belonging etc. in the face of approaching signals.
15. LI to monitor enginemanship of his LPs more closely and bring out his weak-areas for improvement, No LP to be left overdue for monitoring.
16. LPs and Lis to highlight any signal visibility problems immediately for rectification.
17. Signal Sighting Committee's recommendation to be implemented.
18. Lis to conduct ambush checks with speed guns and portable BA equipment. In day and night.
19. ALPs to be trained in applying emergency brakes whenever required.
20. Sigma boards to be provided before stop signals to help in foggy weather etc.
21. Recommended facilities to be provided in running room and quarterly inspection of RRIC under ADRM should be conducted and its recommendations to be implemented.
22. Power officers to regularly check all LI's diary once in month and take efforts to improve weak drivers.
23. Performance of LPs in training school and on simulators to be watched.
24. SPM/CUG mobile date of drivers to be analyzed by Lis regularly.
25. LPs are counseled about poor brake- power and quick release of brakes in BOXN HL and BCNHL rakes with BMBS and twin pipe.
26. LPs not to allow unauthorized person in cab and all persons in the cab are prohibited to speak on mobile phone.
27. While approaching danger signals, use of only regenerative/RB braking should be avoided. He should use A-9 necessarily.
28. Whenever trains are stopped at stations/ at foot of the danger signals. Formation brakes should be applied with A-9 necessarily.
29. LPs to work from proper cab while shunting and should not leave loco unmanned without proper securing.
30. ALP not to leave working-cab, for loco-round (AC locos)etc, while approaching danger signals.
31. Without passing aptitude test, LPs should not be utilized for DEMu/MEMU trains.
32. LPs to suitably reduce speed while passing signals at "Caution" aspect and be prepared to stop short of stop signal at danger, as per GR 3.07.

**BE ALERT TO AVERT SPAD**

**SR DEE/TR/ GUNTAKAL**