ELECTRICAL
(Traction Rolling Stock Operations)

GENERAL FEATURES:
Traction Rolling Stock Operations Organization along with Electric Loco Shed/BZA started functioning with the commissioning of Electric Traction between BZA and GDR (293 RKM) in the year 1980 under the overall control of Sr.DEE/TRS.

On further extension of Electrification from BZA to VSKP (365 RKM) TRSO organization has emerged as a separate branch under Sr.DEE/TRSO/BZA w.e.f. 12.10.95.

Sr.DEE/TRSO is assisted by ADEE/TRSO-I and II for traction operations and principal (ADEE) ETTC for looking after ETTC. All the Crew Lobbies, Running Rooms, Trip sheds (Passenger & Freight), ETTC are under control of Sr.DEE/TRSO/BZA.

TRSO SECTION LAYOUT:
Sharing of traffic between Electric Traction & Diesel Traction:

<table>
<thead>
<tr>
<th></th>
<th>Track KM</th>
<th>Sanctioned Strength</th>
<th>Coaching trains per day</th>
<th>Avg. Goods Loco outage per day</th>
<th>Freight traffic Haulage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Traction</td>
<td>1780</td>
<td>2118</td>
<td>196</td>
<td>135</td>
<td>99%</td>
</tr>
<tr>
<td>Diesel Traction</td>
<td>256</td>
<td>235</td>
<td>61</td>
<td>1.5</td>
<td>1%</td>
</tr>
</tbody>
</table>

Combined Crew Booking Lobbies:
Crew booking lobbies are available at BZA, RJY and BTTR. Computerized booking of Loco Pilots of both Electrical and Diesel Traction and Guards is combined at all the lobbies. All the 3 lobbies are renovated and provided with latest furniture, amenities like water cooler with R.O.system etc. Self-evaluation software packages like “Gyan kasauti”, “Gyan Deep” etc. are loaded in PC and made available exclusively for the purpose of educating the loco running staff. **100% CMS w.e.f. 01.10.2014 has been implemented.**

Running Rooms: BZA, BTTR, VSKP, COA, KI, KAPT

BZA new running room constructed on Decongestion and augmentation account in G+3 fashion at a cost of Rs.3.36. crores.

Rest Rooms: EE, RJY, SLO

Electric Loco Trip sheds:

There are two trip sheds at BZA, one for freight locos and the other for Passenger locos attention. These sheds carry out trip schedule and special repairs of SCR and other railway locos running on the division.

a. **Passenger Trip Shed:** Daily on an average, 9 locos trip inspections and 18 locos general checks are being carried out.

b. **Freight Trip Shed:** Daily on an average, 4 locos trip inspections and 8 locos general checks are being carried out.
Electric traction training centre (ETTC):
Electric traction training centre, Vijayawada started on 13\textsuperscript{th} February 1979. Headed by Principal reporting to Sr.DEE/OP. It has sanction for 23 Instructors and equipped with 12 class rooms, Computer lab, library and simulator, etc.

This training centre imparts
- Training to loco running staff on electric traction.
- Loco maintenance staff.
- TRD Staff of all the divisions of SC Railway.

Facilities provided in ETTC:
- In motion Loco simulator has been commissioned on 14.07.2006 and relocation and inaugurated by GM/SCR in new building on 06.02.2014.
- 3 Phase locos training started from January-2007 and imparting training to all divisions of S C Railway and VSKP division of E. Co. Railway also.
- WAG-7 model car, WAG-9 and MEMU simulators are to be provided. Construction work is in progress.
- Yoga, Meditation and Physical education training is also imparted to the trainees.
- Construction of 140 beds capacity hostel is sanctioned and work is under progress.
- Modern furniture has been procured for all class rooms.
- A 25 seated road vehicle is available for transportation of trainees to field units.

Performance:

a. Achievements of targets:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Actual 2015-16 (Up to Sep-15)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Target</td>
</tr>
<tr>
<td>Electric Loco Utilization</td>
<td>400</td>
</tr>
<tr>
<td>10 Hrs. %</td>
<td>85</td>
</tr>
</tbody>
</table>
Pre Arrival detention of crew in minutes | 10 | 23
---|---|---
Punctuality loss of trains on electric loco account | -- | 46
Punctuality loss of trains on crew account | -- | 7
Stalling on account of electric loco | -- | NIL
Average Speed | -- | 14.05
Trip Schedules | Coaching | -- | 190
| Goods | -- | 69

**b. Loco pilots involved in accident cases:**

<table>
<thead>
<tr>
<th>Subject</th>
<th>2015-16 (Up to Sep-15)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yard derailments</td>
<td>NIL</td>
</tr>
<tr>
<td>No of LPs passed Signal at Danger</td>
<td>NIL</td>
</tr>
<tr>
<td>LPs involved in accidents in BZA division</td>
<td>NIL</td>
</tr>
<tr>
<td>LPs involved in accidents in other division/Railways</td>
<td>NIL</td>
</tr>
</tbody>
</table>

**SYSTEM IMPROVEMENTS BY TRSO ORGANISATION:**

- 100% CMS has been implemented w.e.f. 01.10.2014.
- Crew changing in the chord line between VNC and BULB cabin is started from 13.11.2014 during day time, thus avoiding detention at KI.
- Opening of satellite crew lobby on PF-7 north side at BZA for crew towards RJY and SC side to reduce PDD.
- Planning to implement unified line boxes duly loading/Unloading at VSKP, MAS, RU thus eliminating intermediate station handling.