

Block Productivity

The actual output of a block as compared to the designed / standardized output is a measure of productivity of the block. Block productivity is critical in congested sections and it has to be the maximum there. It can be improved by reducing ineffective time in a block and also by improving the output obtained during the effective time. Some of the indicative targeted output of machines for a 4 hour block is furnished in the below table...

<i>Track Machine</i>	<i>Purpose</i>	<i>Deliverables</i>	<i>Output</i>
09-3X	Plain track tamping	It corrects track geometry i.e., alignment, twist, cross level, longitudinal level, packs ballast under sleepers. This machine can pack three sleepers at a time.	1.6 km.
CSM	Plain track tamping with two sleepers at a time	Same as above. But can pack two sleepers at a time.	1.2 km.
UNO	Plain track tamping	Same as above. Generally deployed at work site. But can pack one sleepers at a time.	0.5 km.
DUO (0)	Plain track tamping	Same as above. Generally deployed at work site. But can pack two sleepers at a time.	0.8 km.
WST	Plain track tamping		
BCM	Ballast screening of Plain and Turnout track	It screens track ballast by removing muck, thus improve drainage & elasticity of track for safe & comfortable running.	0.2 km.
FRM	Shoulder Ballast cleaning machine.	It is used to carry out cleaning of shoulder ballast by removing muck, drainage of track and improving elasticity of ballast bed.	0.4 km.
UNI	Turnout packing	It corrects turnout track geometry i.e., alignment, twist, cross level, longitudinal level and pack ballast under sleepers.	1 T/out.
DGS	Consolidation of newly packed track	It builds up lateral resistance & consolidation of track faster and helps to relax speed restriction early.	1.0 km.
TRT	Laying of track	It is fully mechanized system of complete Track Renewal.	0.36 km.

<i>Track Machine</i>	<i>Purpose</i>	<i>Deliverables</i>	<i>Output</i>
PQRS	Laying of track	It is a semi-mechanized system of track renewal wherein prefabricated rail panels are laid and existing panels are laid and existing panels removed with minimum labour.	0.24 km.
T-28	Turnout replacement	It is fully mechanized system of replacing complete turn out with minimum labour.	1 T/out.
UTV	Utility Vehicle	It mechanizes system of transporting heavy material like rails, sleepers etc., from one station to another station under traffic block.	50 rails per hour in one BFR.
BRM	Ballast Regulating Machine	It is fully mechanized system of Track Ballast equalization, regulation and profiling.	2 Km.

The output of any block depends on level of preparatory works done, strength of staff and labour used, level of detailed planning etc. This is critical especially in congested sections. Also a judicious mix of periodical and condition based maintenance will also be needed in such sections so that the block requirements are optimized and assets are fully utilized.

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