

Integrated Blocks

When more than one works which are required to be carried out under block, are executed in a single block, it is termed as Integrated Block. In most cases, works of different departments are integrated in a single block. For example, a machine block of BCM is integrated with OHE maintenance in the same block section. In congested sections, ideally all blocks should be integrated blocks. At present, blocks are planned for integration only after reaching the execution level. With this strategy, it is not always possible to have more number of integrated blocks. Hence an inter departmental exercise has to be done to align all the maintenance schedules of different assets thereby leading to integration at sanction stage, which will favor an increase in the number of integrated blocks.

Shadow block – These are blocks that are planned in the shadow of the main block. They are usually planned in adjacent block sections so that the additional impacts of the shadow blocks to train running are very minimal. Depending upon the sectional characteristics like single line / multiple lines, number of loading / unloading / examination terminals, the pattern of traffic flow, shadow blocks may or may not be possible to be availed. However in most cases, they can and should be planned to reduce the overall detention to traffic.

Rolling Block Programme

In order to streamline the activity of planning, executing and reviewing the activities of traffic blocks, guidelines were issued by the Railway Board in 2017-18 to implement the system of multi asset maintenance through formulation of annual traffic block plans. In June 2023, Railway board has given guidelines and instructions to formulate a 26 week rolling block programme by the divisions which should be continuously extended after each week, so that all the departments are aware of the blocks in advance for the next 26 weeks. After formulating 26 week programme, a 12 days programme for integrated blocks to be finalized at the divisional level and circulated among the various departments involved in safety. The basic idea behind advance planning is to increase information flow across departments.

There are three steps to this planning process, first is the listing and identifying of all the activities that need to be carried out in the next 26 weeks (renewals as well as maintenance), second is the sequencing of the activities for the next 12 days in such a manner that there is maximum co-ordination between all the stakeholders, and the third is to create a schedule of supplementary activities that are required to make the plan succeed.