

Swat

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

JOINT CIRCULAR

Sub: Fixed time integrated corridor blocks for maintenance of assets

For the present day heavy track structure consisting of Concrete Sleepers with long welded rails, the use of Track Machines has become a necessity. Similarly, for faster, safer and quality track renewals, the track machines are being increasingly adopted. The level of track technology and traffic now obtainable on Indian Railways has made adoption of mechanized methods of relaying as well as maintenance unavoidable. The Track machines are very costly assets and their induction on a very large scale calls for close monitoring to ensure productivity and optimal utilization. Instructions in the form of Joint Circular signed by ME and MT exists (refer Board's letter No.90/Track III/Tk/24 dated 18.5.90) to ensure traffic blocks of 4 hours on Single line section and following alternatives on double line section:

- i) 4 hours block on up and down line on alternative days, or
- ii) 2 ½ hours of split block on up and down line on alternate days; or
- iii) One 2 ½ hours block on each line daily.

2. These instructions have been emphasized again through MT's DO letter No.90/Track-III/TK/24 dated 11.3.98 addressed to all the GMs. Recently, M.T. again advised to all the COMs through his DO letter No.2002/TT-I/11/8 dated 18.7.2002 for ensuring adequate blocks and also to monitor the progress of work done during these blocks.

3. It has come to the notice of Board that while some Railways have implemented these instructions of Railway Board on some of the sections, they are yet to be implemented on all sections with the result a lot of difficulty is being faced in the field. The utilization of Track machines has not improved to the extent it was expected. The inadequate availability of traffic blocks for maintenance of assets has been engaging attention of the Board for quite some time. The issue was discussed in Board's meeting held on 15.11.02 and it has been decided by Board to introduce "Fixed Time

W.S. / 12



Integrated Corridor Block" concept with the duration of 4 hours each or two blocks with the duration of 2.5 hours each everyday. The following broad guidelines are issued in this connection:

- i) The fixed time integrated corridor block concept will come into being with effect from 1.12.2002.
- ii) Traffic blocks of 4 hours each or two blocks with a duration of 2.5 hours each will be given everyday.
- iii) These blocks will be granted during day or in the night as per the traffic pattern on the division/section.
- iv) A joint circular will be issued by the COM and PCE of the Zonal Railways introducing the concept with necessary directives to ensure compliance and setup the feedback mechanism. Based on these instructions, the Divisions will issue further detailed programme section by section every month.
- v) Other departments like Electrical (OHE), Signal Etc. will also plan and utilize these blocks for maintenance of their assets.
- vi) The machines shall be equipped with adequate communication facilities.
- vii) The track machines shall have necessary and adequate lighting arrangements for working during the night wherever it is required to work during night.
- viii) The weekly position as per the enclosed proforma jointly signed by PCE & COM will be advised by the Zonal Railways every Monday on fax to EDTk(MC) & EDTT(M) for putting up the position to Board (ME & MT).
- ix) The monitoring of these traffic blocks shall be done by DRMs and GMs.

#### 4. Speed restrictions and Monitoring of Blocks

- length of*
- (i) Speed restriction at the site of work should not exceed 2.5 Kms consisting of 0.5 Km for 20 Km, 0.75 Km for 50 Km, and 1.25 Km for 75 Kms (except for TRT).

On a particular section, the total speed restrictions should not increase more than the time allowed.

- (ii) The Engineering Control shall prepare a position about the blocks allowed and the work done, a copy of which should be given to the

*Ms  
2/12*

*[Signature]*



Chief Controller, DOS/Sr.DOS so that the progress of work during these blocks can be monitored.

(iii) The cases of block bursting, block not availed and machines out of order would also be reviewed by the DRMs and GMs.

5. Zonal Railways may take immediate necessary action for compliance of the above instructions.

*MSEkbote*  
21/12/02  
(M.S. Ekbote)  
Additional Member (Civil Engg.)

*K.K. Gupta*  
21/12/02  
(K.K. Gupta)  
Additional Member (Traffic)

No.98/Track-III/Tk/27-Pt

Dated 2-12-2002.

Copy alongwith enclosure to:

- i) GM, All Zonal Railways.
- ii) OSDs, New Zones.
- iii) COMs, PCEs, CSTEs & CEEs, All Zonal Railways.
- iv) COMs, PCEs, CSTEs & CEEs, New Zones.
- v) AM(T), AM(CE), AM(L) & AM(Sig.),
- vi) EDTT(M), EDTk(MC)