

## **Addendum & Corrigendum No. 22 to Operating Manual Book** **2008 of S. E. C. Railway.**

In Operating Manual Book/SECR edition 2008 -

The following new chapter is added with the approval of the competent authority (PCOM/SECR) :-

### **New Chapter (xxvi) 26 -Rolling Block Program**

**Rolling Block Program:** "Rolling Block Program" means advance planning of traffic blocks/disconnections (civil/electrical/S&T etc. including Non-Interlocked work) over a specified duration up to 52 weeks, required for maintenance and asset repair/replacement/creation works, to be prepared on a rolling basis by adding one week plan every week by reviewing the output of the immediate preceding week and planning for the remaining weeks ahead.

#### **Details of the "Rolling Block Program":**

1. The "Rolling Block Program" incorporating the annual maintenance program shall be prepared in advance in the month of March for the next Financial Year.
2. The Rolling Block Program shall be prepared in advance, eventually for 52 weeks with requirement of each week to be submitted in the preceding week in the Division and approved by DRM. It shall be reviewed weekly for output of immediate preceding week and another one-week planning will be added every week.
3. Rolling Block Plan shall fulfil the requirement of traffic/power block for renewals, maintenance, new asset creation work, disconnections, movement of track machines, inspection vehicles and RMG etc. including blocks committed for outsourced track machines. Mega blocks may be planned once in a week or as per the requirements of major infrastructure works or Non- Interlocked works.
4. The Rolling block programs should integrate planning for all type of works e.g. civil, electrical, S&T and projects for creation/modification/rehabilitation of all types of infrastructure assets requiring blocks.
5. Non-Interlocked works should be incorporated in the Rolling Block Program to improve the utilization of blocks in a section.
6. Requirement of block by different stakeholders shall be assessed and dovetailed in a joint manner. With integrated planning, separate block in same section for work of different departments/agencies can be avoided in the planning horizon.
7. Sr DOM shall indicate a suitable corridor for giving the blocks demanded taking into consideration the integrated maintenance corridor block provided in the working timetable, historical data and operational patterns.
  - 7.1. For maintenance/repair/replacement on emergency crossovers (i.e. UP and DN lines), provision of 1 hour disconnection (including half an hour traffic/power block) on both main lines shall be incorporated in working timetable for station yards.
  - 7.2. For major yards, corridor blocks for each line/cluster of lines shall be identified day wise by Operating department and indicated in WTT so that blocks/ disconnections may be suitably incorporated in the Rolling Block Program.



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8. An empowered team of all concerned branch officers shall be nominated on each Division to review and finalize the Rolling Block Plan with repercussions on train operations - mobility, loading and punctuality.
9. The weekly block planning will be finalized jointly by concerned branch officers and approved by DRM. Grant of blocks & output of block shall be reviewed by DRMs regularly and the review of grant and utilization of blocks in the previous week shall be part of Rolling Block Program.
- 9.1. Subsequent week's block plan must be ensured by every Saturday so that concerned department can plan manpower and material in advanced, for effective utilization of block from first day of upcoming week i.e. Monday.
10. Requirement of blocks/disconnection shall be calculated based on maintenance schedules incorporated in respective manuals as per the rated output of the manpower/machines. A periodical benchmarking exercise should be done to incorporate best rated outputs of manpower /machines and proliferation of best practices.
11. The record of block demanded, granted, actual duration and output should be updated, as usual, in Control Office Application (COA), Track Management System (TMS), Traction Distribution Management System (ODMS) etc. for log. The planning, execution and internal communication for Rolling Block Program may be done as deemed fit by the division.
12. Rolling Block Program is for planned works. Activities requiring emergency blocks will continue to be governed as per the existing practices/provisions.
13. Appropriate and adequate resources should be mobilised to optimise the productivity during these blocks. Proper planning and resource mobilisation should be ensured to complete the planned work within planned block time with required quality.
14. Planning for blocks of mega and Non-Interlocked works necessitating cancellation/rescheduling/diversion of trains, should be made adequately in advance in the Rolling Block Plan.
- 14.1. Approval of the Competent Authority for blocks for mega and Non-Interlocked works, including the date(s) and time slot(s) of the works, should be taken before the commencement of Advance Reservation Period (ARP) of the affected trains and in no case such approvals, including any modifications in date(s) and time slot(s), shall be granted less than 4 weeks before the scheduled departure of the affected trains.
- 14.2. Mega and Non-Interlocked works at stations near Zonal boundary should be planned consulting with the adjoining Zonal railway such that the blocks for Mega and Non- Interlocked works at two nearby stations in two different zonal railways be taken up in tandem/shadow to minimize repercussion on coaching and freight trains.
- 14.3. In case blocks for such Mega Non-Interlocked works involves inter-zonal train repercussions, consultation with concerned zones should be done before sanctioning the block, Further, when such repercussions are expected to be substantial, involving cancellation of inter-zonal Mail/Express trains, Railways Board to be advised to issue orders for cancellation of trains well in advance as per 14.1 above.

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15. For increasing the maintenance corridors, intra-zonal trains can be rescheduled with the approval of GM under information to Railway Board.
16. For increasing the maintenance corridors, trains involving only 2 zones can be rescheduled by the zones concerned with mutual consultation & approval of GMs under information to Railway Board. If agreement is not reached between the two zones, matter may be referred to Railway Board.



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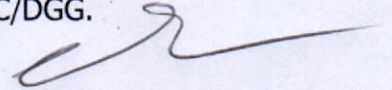
Dy. Chief Operations Manager/Plg. & Safety  
For Principal Chief Operations Manager  
SECR/BSP

No. SECR/Trans./OPM/425/24

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**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy. Chief Operations Manager/ Plg. & Safety